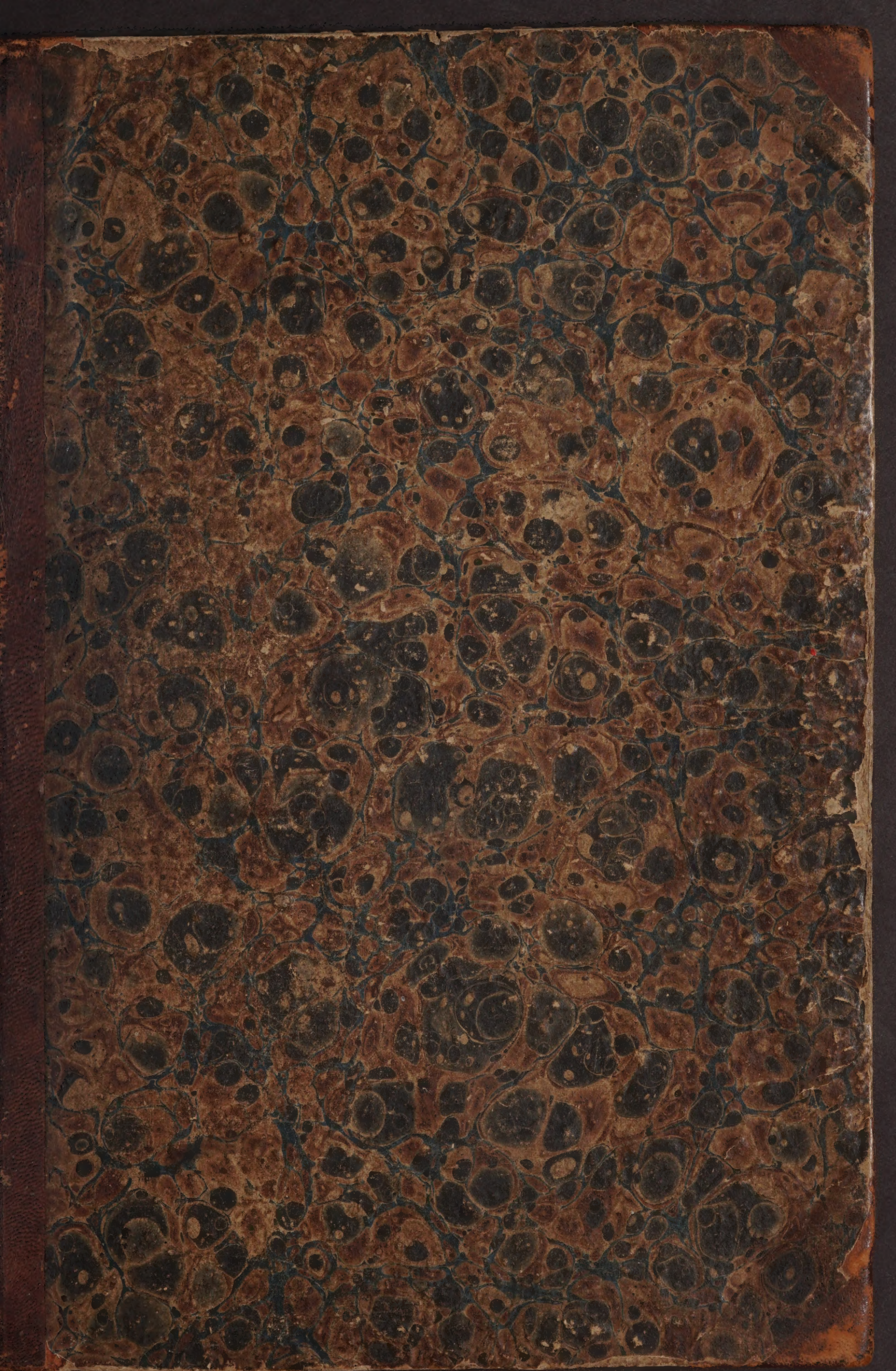






1st The chase of the cow
and calf but could not
get in the water had a line
from the Prescot
15th to the South Pole went
to see the whale and whaler
about 2 hours when the
mating took the calf
the rope broke in a few
minutes and we showed
the about an hour when
the boat succeeded in
fastening to the calf
again we were 2nd boat
and I tried to show
the calf and on

6th Sunday Port of
saw no cows and
own aboard about 3 o'clock
and were immediately set
to scraping decks &c.
7th Boats of all day but
saw nothing the Chief
has concluded to give
the up and to board to
the shore
8th All hands engaged
storing away in the
fore hold and the oil
of both ships for several
days 9th The whale
was about 7 o'clock

21st The chase of the cow
and calf but could not
get in the water had a line
from the Prescot
22nd The chase of the cow
and calf but could not
get in the water had a line
from the Prescot
23rd The chase of the cow
and calf but could not
get in the water had a line
from the Prescot
24th The chase of the cow
and calf but could not
get in the water had a line
from the Prescot
25th The chase of the cow
and calf but could not
get in the water had a line
from the Prescot

26th The chase of the cow
and calf but could not
get in the water had a line
from the Prescot
27th The chase of the cow
and calf but could not
get in the water had a line
from the Prescot
28th The chase of the cow
and calf but could not
get in the water had a line
from the Prescot
29th The chase of the cow
and calf but could not
get in the water had a line
from the Prescot
30th The chase of the cow
and calf but could not
get in the water had a line
from the Prescot

9th we got word of 11th went for a time
 from the Gaugard but saw no cows and
 saw all from the Peter
 the Bowditch passed down
 to be near the Edward
 came down to get anchor
 and 10th 4 boats went
 for whales with the
 that got in the
 For we said here as we
 returned a small
 to the Peter and the
 saw a small boat and
 came to the edge of her
 11th went for a time
 but saw no cows and
 calous the 11th returned
 overboard her try-work
 12th showed 1 cow and calf
 about 5 hours and put
 her up and came back
 13th Sunday showed a
 cow and calf about 2 hours
 the last boat and the
 then the Star
 saw boats and
 and she
 boats and
 Boat had

14th the Starboard 19th One boat went to the
 calf but the men drank he
 for a boat could fasten to the
 cow although the last boat
 had a chance to fasten to the
 those last 2 boats
 went to be fastened
 20th Sunday showed
 about 10 cows and
 could not get
 21st Sunday showed
 about 10 cows and
 could not get

18th the Starboard boat fastened
 to a cow but the men drank
 and we lost a cow
 was about turning
 the cow back
 the last at

19th One boat went to the
 calf but the men drank he
 for a boat could fasten to the
 cow although the last boat
 had a chance to fasten to the
 those last 2 boats
 went to be fastened
 20th Sunday showed
 about 10 cows and
 could not get

21st Sunday showed
 about 10 cows and
 could not get

22nd Sunday showed
 about 10 cows and
 could not get

23rd Sunday showed
 about 10 cows and
 could not get

24th Sunday showed
 about 10 cows and
 could not get

25th Sunday showed
 about 10 cows and
 could not get

26th Sunday showed
 about 10 cows and
 could not get

27th Sunday showed
 about 10 cows and
 could not get

28th Sunday showed
 about 10 cows and
 could not get

29th Sunday showed
 about 10 cows and
 could not get

30th Sunday showed
 about 10 cows and
 could not get

40

h/c

6/-

Edgerton

Second Series of A Journal of A
Whaling Voyage. Performed by
Lebens Stockbridge Jr in the ship
Magnolia of N. Bedford.

Commenced, June 22^d. A.D. 1845,
and ending

Received of the
Honble the Secy of the Navy
the sum of \$1000
for the purchase of
the ship "Albatross"
on the 22nd day of
April 1842

ruia

September 20th 1847 At San. Francisco W. Califo
This morning the Capt set out for Monterey to settle
his business there, and we commenced at the main
hatchway to break out and cooper the oil from the lower
hold. Last night eleven of the Vesper's crew ran away
The Chileian Ship Confederation of Valparaiso sailed
for the leeward coast she is a noble ship and got under
weigh and left the harbour in ship shape, we gave her three
cheers as she passed us for which we recieved the thanks of her
Captain, also the Malek Adhel got under weigh and went
down to Sausalito.

21st All hands employed coopering and sheathing out as yes-
ter day. The whalship Citizen of Sag Harbour went to
sea bound on a cruise till the season for California Greys
comes on which is in December, when she is to go into Mar-
garrita Bay for them, she is a large beautiful ship for
a whaler being capable of carrying 5000 barrels with
a fine model and is considered a fast sailer, all things
considered she is as fine a whalship as I have seen al-
though I think the Dutch Ship Elbe which lay in
Honollala with us rather excels her point of beauty.
This afternoon we have a very strong breeze from the westward
Here it is almost invariably calm in the fore part of the day
having a breeze from the Northward and westward in the P.M.

22nd To-day we are 27 mns from home with every prospect
of this tedious voyage being prolonged to at least 36 mns,
we finished coopering in the main hold stowing back as we
proceed, and commenced forward. Last night 9 more of the
Vesper's crew ran away. The Lee thier mate is in a fair way to
recover from the wound inflicted by the Portugese.

23rd The brig Elizabeth belonging to Salem arrived from San.

Diego she is a trader on the coast and has been from home over 3 years. A big also came in this afternoon flying the Chilean colors. We have had a strong breeze from the Northward and Westward, so that Mr Antoine who with a boats crew had gone over the other side of the bay in the morning and ~~had~~ started to come back this afternoon was obliged to ^{put} back and remain on Wood Island till the wind lulled. About 3 o'clock P.M. we lowered a boat and took in tow a skiff with two men in her belonging to government Schooner La Soudessa one of them being intoxicated and having carried away a rowlock she was rendered unmanageable and had drifted past the ship and were going off before the wind and current at the rate of 5 or 6 knots an hour, we pulled over half mile before we came up with her and after taking her in tow it was with the utmost exertion that we reached the ship, after a hard pull of nearly two hours so strong was the wind and current.

24th We find the oil has not leaked as much as was anticipated consequently the job of cooping will be easier accomplished than we expected.

Capt Clark has succeeded to-day in finding his men and has brought them from Santa Clara where they were found and lodged them in the Calaboose. It seems they were induced to run away by a boatsteerer who was to accompany them but who after being gone a day or two ^{departed the party} returned and betrayed them all into the hands of the Capt. who having heard of their determination to leave the ship entered in to a plan with the boatsteerer to entrap them who in case he succeeded was to be promoted to the ~~honour~~ of being 4th mate on this

condition and with such prospects of being elevated to this lofty station he went to work and how well he played his part in the villainous scheme has been shown. This afternoon a French brig arrived from Oahu.

25th Today we finished coopersing oil stowed off the hold, scraped the decks fore and aft and gave the ship a thorough washing inside. — — —

26th Sunday. The Starboard watch received liberty. — — —

27th The Starboard watch ashore on liberty while we were engaged making rattling stuff and rattling down the fore rigging. The old arrived from Monterey this afternoon and was much surprised to find we had finished coopersing.

28th The Starboard watch ashore for liberty and the other is at work in the rigging and painting ship outside. — — —

29th The Starboard watch got liberty while we worked in the rigging and finished painting. A boats crew went over to St. Rafael a distance of about 25 miles up the N.E. branch of the bay to carry the old man and an English gentleman Don Forbes who were to take horses there and proceed to Sonoma on the way visiting the old mans farm or rancho as the Spaniards call it here is the mission of St. Rafael which before the revolution in the country was in a flourishing condition but it is now fast going to ruins although the Priests with their people still meet here on certain occasions and observe their Sts and feast days &c. the buildings consist of one large ~~house~~ with a smaller one adjoining the main building is about 80 feet in length by 15 wide and not more than 20 from the ground to the roof which is covered with red tile the walls being covered with white plaster, at the western extremity and under the piazza hangs seven

al large bells of different tones each I suppose calling the people to perform different ceremonies in their form of worship, it altogether presents a very gloomy and deserted appearance. we rambled about the premises and visited a vineyard which is owned by an Irish gentleman residing near by and who once in days of its prosperity had charge of the mission but who has managed to get the grounds attached into his hands and by adding to it from time to time now owns a large rancho with numerous herds of cattle, but the tide serving us to get down the creek up which we had to come and its being a long pull to the ship with no certainty of a fair wind we moved the boat and made the best of our way for the ship without prolonging our visit so long as we wished, but it coming on to blow hard "right in our teeth" with a strong current also against us we were unable to reach the ship and forced to stop over night on Angel's Island we passed the night quite comfortably by building a large fire and lying down by the side of it and we were not alone there being a launch there loaded with passengers which had put in during it hardly safe to attempt to get to town that night they were from Sonoma going to San Francisco to attend a great ball which was to be given on the evening of the 30th to His Excellency Gov. Mason the Gov. of California. 30th early in the ^{morning} we got out for the ship taking two of the launch passengers who were in a hurry to get to town as we expected to be there first, we arrived at the ^{ship} about 8 o'clock having landed our passengers and received 3 dollars for our trouble which we considered ~~was~~ making a pretty good whack, especially as it was our liberty day

which made it very acceptable, after eating breakfast we dressed ourselves in our go-a-shore suits and our watch went ashore for liberty. the launch arrived about an hour after us. yesterday the whaleship Armata of New London arrived with 1400 bbls of oil, 14 was from home.

October 1st A boats crew went to St. Refel after the Capt. the remainder of us at work in the rigging and making rattling stuff. Last night the grand ball came off to Gov. Mason and according to the Californian "everything passed off pleasantly" of course none but the "hobs" were allowed to be present such as Capt. Simmons' and his mate.

3rd Sunday, All hands except a boats crew were allowed liberty, they were kept on board for the purpose of waiting upon the mate who had some more ladies come off from shore to visit the ship.

5th A man came on board from the Brig Elizabeth who called himself Ned, having previously agreed to go home in the ship the 3rd mate was sent alongside the brig this morning to bring him and his baggage on board. This afternoon we hoisted up our Larboard anchor and made preparations for getting under weigh in the morning.

6th Took a pilot and got under weigh and beat over to San Salito the breeze leaving us before arriving at the anchorage we were obliged to tow in, the strong current which runs here having come near setting us on shore.

7th Took on board a raft of water, and a boats crew went over to Angell's Island a distance of about 3 miles to cut wood, the 3rd mate had command of the boat and crew myself being one of them and although we did not feel under much restraint from this authority we worked hard all day and arrived to the ship about sundown having managed to cut and back to

the beach about 6 boatloads bringing one of them away with
8th A boats crew Mr Pierce the 2^d mate being in charge went
over to St. Refel to kill and salt bullock for the
ships use we not having a sufficient quantity to last
home. A boats crew also of which myself was one went
up to town and brought back a barrel of salmon and
some other small articles while the remainder of
the crew were engaged getting water &c.

9th The Capt having engaged Capt Phelps launch to
transport the beef from St Refel &c. this afternoon we
took her and brought over a load of wood from the Pt.

10th Sunday. Today the mate, cooper, myself and another
shipmate set sail in the launch for St Refel and
arrived there about 2 o'clock P.M. we were loaded
with casks, salt, &c. for the beef. I acted as pilot
being the only one of the number who had been up
the creek or to that part of the bay. going up the
creek we frightened up numerous flocks of ducks and
onelew but they were so wild we could not get a shot.
This afternoon the mate cooper and several of the men
went out shooting for deer as our men who had been here
several days represented them as being abundant in
the mountains and one of them had shot two one morning
before breakfast but they returned about dark without
being able to bring any deer.

11th The old man came over to see how we got along. we
had killed 12 bullock and he now bought 5 more
making 17 in all, of Mr Murphy the Irish gentle-
man which I mentioned in my first visit to St. Refel
he also gave the mate orders to take a boats crew
and pull up to his rancho which is a distance
of 15 or 20 miles farther up the bay - and ascerta

the quantity of water in the creek which runs through it.
12th According to orders this morning the mate took a boat
crew of ^{which} myself was one and started for the Captain's
ranch on business exclusively for his own benefit it
having no relation to ships duty or the benefit of the
voyage like a great deal of other labour we have performed
during the voyage we had a hard pull against wind and
tide about 1 third of the distance and the remainder
having but a very light breeze were obliged to pull
nearly the whole distance and on arriving at the mouth
of the creek (or river it would more properly be called
in our own country for it was about 300 yards in width
and from 5 to 7 fathoms in depth) we found the tide at
about a quarter ebb consequently setting out strong
together with the breeze blowing down which rendered it
almost impossible to make any headway however it was
for the Capt's interest and we must stem the current
or break our oars his Idea of sounding as we were in-
formed by the mate was to ascertain the practicability
of running a steamboat up the river in case he came
out here to settle as he intended to do if the Americans
held the country by hard pulling we succeeded in get-
ting about 6 or 7 miles up from the mouth sounding
at almost every boatlength when becoming exhausted
we landed and started for the Indian village some
two or three miles farther up at the head of the river
leaving two of the crew who preferred to stop and take
the boat up when the tide turned in reaching the upland
we had to cross a low marsh which was covered with
rushes, weeds, and a kind of prickly grass called Pick-
ear and ^{which} we found on our march at times and from
which I experienced the prickly effects on my feet as

I had no shoes having left them on board expecting to return the next day and the weather being such as not to need them as a protection from the cold, but this was not the only difficulty we had to encounter in gaining the shore although my shipmates rather had the advantage over me by having their feet covered we all met with the same trouble in crossing the numerous small creeks which ran in all directions leading in to the river cutting us off from the shore on every tack some we succeeded in crossing by following them up till we came to a narrow place and then jumping across we passed several in this way and had nearly reached the shore congratulating ourselves that we now had nothing but a clear path before us when we suddenly came upon one much wider than any we had crossed and much more difficult to get over seeming to wind its way in the very direction which we had come, but it was growing dark and we must reach the shore or find our way back to the boat which we knew to be almost impossible as we had met with so much trouble in coming so far we were confident in having the same should we attempt to return, therefore we resolved to reach the shore consequently all the party but myself stopped with the determination to wade across but on account of the mud not knowing to what depth a person might sink in it I preferred following it up as before and found a narrow place, which brought to my mind the Slough of Despond represented in the Pilgrims Progress however after travelling two or three hundred yards I found a spot which I leaped across and made the best of my way back to my shipmates who had by this time crossed in safety and were busy

putting on their clothes when I came up after which
we pursued our way and in a few moments were on dry
land and after traveling about two miles reached
the Indian village where we learnt that Mr Merrill
the gentleman who had charge of the rancho residen-
ed a mile and a half farther on across a large plain
we could but just distinguish it being now quite
dark, after refreshing ourselves with a drink of
water and taking an Indian for a guide we travel-
ed on and arrived at Mr Merrill's about 9 o'clock
right glad that we had found at least comfortable
lodging for the night and after doing justice to a good
supper ^{consisting} of jerked beef potatoes and warm bread provi-
ded by our kind hostess we retired for the night camp-
ing before a large fire on the ground the house having
no floor as is common in California being built of mud
bricks or Adobies as they are called in Spanish this
being the principal material used for building in this
country as there has never been enterprise enough among
the Mexicans to establish mills for sawing the lumber
with which some parts of the country abounds although
they are now being introduced by the Yankee Settlers
who are always sure to make improvements wherever
the tide of emigration sets them. ~~At~~ ^{of the} dawn on the morn-
3th we were awake by our host (although the old cock an-
ticipating the wishes of his master had previously in-
formed ^{us} of the grey lights approach by ever and anon
sending forth his shrill notes of warning from his lofty
perch under the roof of the house directly above where
we slept) whose son had agreed to accompany us on a des-
cent this morning consequently after furnishing themselves
with guns ammunition &c they started off leaving

me to keep company with Mr Merrill and the family which consisted of himself and wife another son about 14 years old, and two younger daughters. I amused myself by a walk around the premises viewing the farming utensils &c. here I saw the first Yan Kee Ox wagon I had seen in the country with which himself and family had crossed the Rocky mountains from Missouri some two years before a distance of about 3000 miles over a rough uneven road and occupying about 6 months in traveling. here was a yoke chain &c. attached which actually reminded me of home as I had not seen anything like it since leaving the States. About sunrise the party returned from the deer hunt not having succeeded in shooting any not on account of their scarcity but as our hostess remarked. Mr Simmons will be so much engaged in talking about his brother's rancho that ^{he} won't think anything about the deer till he is right upon them and so it proved for they had started several while talking but not within shot - In the meantime the two men who had remained by the boat had arrived and informed us that they had pulled the boat up to the Indian village during the night and had there left her this morning and come up to meet us, so after partaking of a fine breakfast we all set out for the boat except Mr Simmons who procured a horse of Mr Merrill and proceeded across the land. it was a bright sunny morning and we enjoyed a fine walk across the plain it seemed quite a relief from the dull monotonous life on board ship being confined to the narrow limits of her deck with nothing but sky and water to gaze upon for months - to view the

green trees and herds of cattle and horses grazing
on the hills, although one thing was wanting to com-
plete the scene, this being the dry season the grass
had all become dead and dried up for want of
rain the hills ^{and} plains being ~~all~~ covered with stalks of
wild oats which grow in abundance presenting
a beautiful appearance in the wet season which
commences in November and lasts till June. Ar-
riving at the boat we found ~~bar dry~~ in the mud
the tide being ^{at} about half flood, consequently we
amused ourselves by walking around viewing the
Indian huts which were formed by long poles set in
the ground forming a circle and meeting at the
top being interwoven with grass, sticks, &c. till
there was sufficient water in the creek for our boat
to float, when we moved off for St. Refel, the tide
was still running in and we had a hard pull
to the mouth of the creek and having the breeze
against us most of the way over did not arrive
at the mission till nearly sundown, where we
were to remain till morning and then start for
the ship having met Mr Simmons at the mouth
of the creek in the Launch, he having arrived be-
fore us packed the meat and got under weigh
for the ship, we made arrangements to pass the
night with an old fellow who ^{lived alone and} had charge of the
vineyard belonging to Mr Murphy, therefore
after cooking ~~the~~ supper and satisfying our appetites
we turned in and slept till the morning of the
4th When we started for the ship having Mr Murphy
and two more gentlemen as passengers having the

beere against us we had a hard pull and did not reach the ship till near sunset. Mr Simons had arrived over with the meat last night, and the wood and water having been got the work was nearly finished, and we would be ready for sea in a few days

19th Everything being now ready for sea this morning we took our anchor and bid adieu to the Bay of San Francisco for the last time, and commenced beating out the passage and by 1 o'clock P.M. had weathered the Seward point and were once more on the bosom of the broad Pacific and after securing the anchors and putting every thing in sea trim running down the coast before a fair breeze with studding sails set, were again at home

"On our own swift sailing craft"

20th It is now blowing almost a gale and we are running down the coast before it with a very heavy sea at a tremendous rate, at half past 11 o'clock we shipped a sea through the cabin windows which carried them all four away and filled the cabin half full giving everything a thorough drenching.

25th The mate and the Carpenter have been at work the last week mending the stoven boats and finished to-day.

26th At sunset we were off the island of Peiros and on the morning of the

27th were off 30 mile beach where a party of our crew were elephanting last season, 3 boats went in shore to look for turtle and at night they succeeded in bringing off 45.

30th To-day we are engaged drying and bundling
bone

31st Sunday. We ran past Magdalena Bay where
the bay whaling is carried on and saw one
ship at anchor in there. I expect we are to try
our luck there when the season comes on in Dec.
Nov. 6th Have been standing off Odon for several days
here at Cape St. Lucas the Capt being on
shore till this P.M. he came off and we are
now standing up the Gulf of California where
we are to cruise a few weeks for sperm.

7th Fine weather and a light breeze from the S. and E.
still running up the Gulf.

8th A light breeze as yesterday about 8 A.M.
we raised a sperm whale and soon saw another
and lowered 3 boats and the Larboard boat
succeeded in fastening to the first one and
with the help of the other boats soon killed him
we would ~~could~~ have had the other if he had
only stopped but he made a "straight wake"
as soon as the other was struck without making
any ceremony, took the whale alongside and cut
him in, saw large schools of blackfish around
the ship.

9th Fine weather this morning we commenced boiling
in the afternoon lowered for blackfish but did
not succeed in fastening. we are now off abreast
two large islands, —

10th This evening the mate had some words with Ned
and after breakfast when the 'old man' came on deck
he took it up ^{and} struck Ned several blows with his

hand and then roped ended him with the end of the main topsail buntline, we received a watch below which is something unusual while boiling, and finished about 2 o'clock P.M. and after 4 washed off decks.

11th A Strong breeze from the N.W. This afternoon stowed down two casks of oil in the lower hold and after 4 o'clock wet hold, at sunset breeze increasing with signs of an approaching gale.

12th Blowing a gale from the N.W. this P.M. double reefed topsails and took in mainsail at work mending sails, at sunset gale increasing close reefed fore and main topsail.

13th Gale still continues a very heavy sea on ship labouring hard, close in to the islands —

14th Sunday, the gale somewhat abated during the night and this morning we set the mainsail and this P.M. shook the reefs out of the topsails and set the topgallant sails. —

15th I am confined below with a sore leg, the remainder of the crew are engaged breaking out the bone from the run unbundling drying and repacking it as it got wet by the sea which was shipped in at the cabin windows. —

16th Continues fine finished drying the bone. —

17th Commences another gale from the N.W. to-day the 2^d mate succeeded in catching two dolphins there having been large schools around the ship for several days they are indeed a beautiful fish exhibiting such a variety of colors which change to every hue as they die. —

18th Last night, ^{the} gale had increased so much that we were obliged to heave to.

19th Gale broke although there is a very heavy swell. This evening we squared the yards to run down the Gulf.

20th Have had a calm most of the day taking a light breeze towards night.

21st This morning found ourselves off St. Josephs, and raised a sail which appeared to be a small craft and about 9 A.M. we were boarded by a boat from her with news that the Mexicans had risen and were attempting to take St. Josephs from the hands of the Americans a small party only, being left by the men of war to defend the place when they left for Mazatlan a few days since, they were a party of friendly Mexicans and foreigners who had been compelled to flee in their launch for safety, and under these circumstances the 'old man' concluded he would go in and render the Americans what assistance he could, consequently we hauled up chains and got the anchors off the bows and made preparations for coming to, but having but a light breeze did not come to an anchor till about 4 P.M. the launch followed us in and about dark a boat pulled in and an Indian swam off bringing news that they had a skirmish last night and killed the Mexican General and several others, and only had one man wounded on the American side compelling them to retreat with their dead and wounded by moonlight. They had all left the town on our arrival thinking us to be a man of war as we fired a gun as we came to.

22^d To-day the Capt and a boats crew armed themselves and went up to the fort which is in the town some three miles from the beach, they found them in want of Provision and when they returned sent them some bread, and dispatched the Launch to Mazatlan for a man-of-war.

23^d This morning the Edward arrived she had taken a 25 barrel sperm whale on the cruise had been up on the East side of the Gulf.

To-day have been engaged setting up rigging.

27th A party of 26 from each ship the Edward and our own went to town all armed, some with lances & spades and others with muskets and visited the fort and exercised with the marines there, the commanding officer complimented them on their fine appearance and told them he would be happy to have such a force to call on in case he needed assistance. The U.S. Store Ship Southampton arrived from Mazatlan with a reinforcement for Lieut Haywood.

Norton one of our boatsteers accidentally shot himself to-day with his pistol through his hand.

29th The Launch arrived back from Mazatlan, we got off a raft of water, my leg almost well so that I returned to duty.

30th The boy Jack who we shipped in San Francisco left us and went on board the Southampton.

Dec 1st About 1 o'clock this morning we took our anchor in company with the Edward and stood down towards the Cape and after breakfast being off the Cape the two Capt's from each ship went ashore.

2^d The Capt's not coming off last night we stood off and on all night it blowing pretty fresh we were obliged to double reef the topsails and this morning the boats went in and the Capt. came off about 11 o'clock and we squared away for Magdalena Bay having a fair breeze up the coast and it being more moderate took the reefs out and set the topgallant sails, about 4 o'clock the two ships came together and our Capt went on board of the Edward and her mate came here and gamed till dark.

3^d Had a light variable breeze, the watch engaged mending and old main-top-sail.

4th This morning had a strong breeze from the N.W. which died away towards noon and hauled to the westward in the afternoon had a race with the Edward and beat her, and after 4 o'clock gamed with her.

5th Sunday, Beating up against a light breeze the entrance to the bay being in sight.

6th This morning we entered the mouth of the passage but the tide being against us were obliged to come to and wait till afternoon when the tide favoured us and we got under weigh and stood up the bay with a fair wind to where the ships lay and came to an anchor again about 4 o'clock we found 5 ships laying here waiting for the whales to come in. The Edward came in in company and came to alongside.

7th Today two boats went over the other side of the bay after clams and one went outside in company with the Edwards boats after turtle. They returned about dark having been very successful.

8th Today two boats crews with the 2^d and 3^d mates went ashore to cut wood I was one of the number we cut 6 or 8 boat loads and brought off some that was dry to use.

9th One boats crew went wooding and the remainder were engaged mending sails.

10th Today two boats crews went outside for turtle and succeeded in catching 6, and had to pull up to the ship against a strong breeze and tide a distance of about 15 miles. another boat went over the bay for clams and brought back a good mess of clams and oysters. The bark George of Stonington arrived about 6 weeks from Sandwich ^{crews} the islands her were in a kind of mutiny and the Capt got assistance from the other ships and secured them and landed them in rows on the beach leaving some bread and water with them.

11th The crew variously employed about ship, a French ship arrived. The Carpenter with the help of a man who has come off from the leeward to work repairing boats while the season lasts have been at work cutting the old Carboard boat into and making a five oared boat of her.

12th Sunday. Religious Services were attended on board the Edward whose Capt is pious he does no whaling on the Sabbath at sea has no one on the lookout for whales, some of our crew attended, his crew give him the name of being a fine man.

13th were engaged mending sails, the cooper at work fitting deags for our 5th boat which is to

10th off in morning the 2^d mate ordered
Jacob to go ashore to get a bit of wood and
some oars, he did come back with the 2^d mate
when the Capt walked up and asked him
twice what his price was.

be carried on one Starboard Boat.

14th To-day our boats crew went to catch turtle and returned at night with four large ones, another boat went for clams and oysters and returned with a good mess of oysters but did not succeed in getting only a few clams on account of the tides not serving. The Ship Portsmouth of Warren R.I. arrived she is a large ship carrying 5700 bbls.

15th Have been engaged to-day rapping up the old fore-top-sail S.C.

16th The several Capt's having come to the conclusion to carry the men belonging to the George who were in irons, down to the Cape and put them on board a man-of-war three boats were prepared for the trip and boats crews picked for the purpose our mate with a boats crew was obliged to go as our Capt was very active in securing the men, and I was chosen as one of the crew we were to carry their luggage while the other two boats carried the men there being 7 4 were in one boat and 3 in the other each boat had well armed, we was to accompany them as far as the Lee Bay as it is called where there are 9 ships waiting for the whaling season, it is a distance of 45 miles from our ships we started about 1 o'clock but having a dead calm about half of the distance we did not arrived till about 10 o'clock to the ships where we found accommodations on board the Prescott, we hoisted the prisoners in they being in double irons they appeared quite cheerful although one of them was a deserter from the navy and was now going to be taken back.

17th We spent the day visiting the different ships and in the evening we had a dance on board the Prescott.

having 2 fiddles, a flute and tambourine for music. everything passed off well having a jolly time.

18th This morning we left the Prescott about 4 o'clock and were joined by a boat from the Steigitz with a boat from the Prescott were to accompany us part way to get some oysters we pulled up about 20 miles where we stopped and got some crawfish which was sport to see the Kanakha diving and bring them up, we fell in with the Edward boat which was down here for oysters, and having been successful in getting some we exchanged some for oysters and started for the ship, ^{at} which we arrived about sundown having a strong breeze to pull against making it a hard long pull.

19th Sunday. Today myself with several of the crew went on board the Edward to attend service which was held on the Quarter deck. Capt Barker read a sermon and made some remarks and an excellent prayer at the close.

20th This morning all hands were called at daylight to get the ship under weigh to move farther up the bay and take a good berth for whaling. having a light breeze and the tide with us we succeeded in getting about 8 miles when the tide turned and we came to and furled the sails to wait till another day.

21st This morning got under weigh again and moved about 6 or 8 miles farther up and came to in 8 fathoms of water. The Britian is to follow us in a day or two as the two ships have mated for the season. Have been engaged this afternoon

Landung a Raft of water and spare casks in order to have clear decks for cooping oil and whaling, having ascertained that the oil in the after hold leaks it being a part of the cargo which was not coopered in San Francisco, the Capt has come to the conclusion to do it now while we are waiting for the whales to come.

24th Have been engaged cooping the oil and stowing it back for the last 3 days it is very hard work but we worked hard for the oil and it is far better to spend a few days cooping than lose it after so much trouble getting it. This morning we noticed that one of the ships down the bay was boiling, and about noon the Edwards boat arrived here with the news that it was the Portsmouth boiling out a thumpack which they had landed from the ship he having come so near, she brought us 5 turtle went in shore and got some oysters then called and took Capt Simmons with them down to the ships.

25th This is what is called "merry Christmas" at home but it has proved not very merry to us as our decks have been covered with oil and we have been hard at work cooping and stowing down. It however is the anniversary of the greatest event that ever occurred since the Creation and ought to be observed where it is practicable by every person. We nearly finished this evening in the lower hold but have 500 bbls between decks to cooper the ensuing week. This afternoon Mr. our new boat header with a boats crew went down the bay to the ships after the Capt.

26th It being Sunday our work was suspended and each^{one} busied himself as he thought proper in the afternoon a boat went ashore and got a few oysters. This morning we saw the spout of a California Grey and several more have been seen in different parts of the bay.

27th Monday morning the 27th we resumed the work of cooping and succeeded in finishing this afternoon and washed off the decks, we ascertained that out of about 2000 bbls we have lost 25 bbls by the leakage. During this job of cooping our cooper has been aided by the cooper of the ill-fated Hope who is to go home with us in case we go direct from here. The Hope was wrecked a few months since about 100 miles from here up the coast having 2700 bbls of oil 1600 of which was saved and sold to the masters of the Citizen and Bowditch for 75 cents per barrel, but the ship was a total loss being a large ship and almost new this accident which proved so fatal to her was occasioned by an error in the Capt's chart of the coast. He also intends going home passenger with us and also the 2^d mate.

This afternoon the mate of the Prescott arrived from the Lee Bay to return our mates visit.

30th To-day 2 boats were sent down to the passage for turtle and returned at night about 8 o'clock having had a severe pull of 30 miles and succeeded in capturing 8 turtle.

The remainder of us were at work on the windlass unshipped it and cleaned the shaft and boxes they being very rusty and shipped it again.

Today I was transferred from the Waist Boat to the Starboard Bow Boat to pull the midship oar and this afternoon we went down to the Citizen in her after some coal for the Blacksmith it being about 15 miles down there and having a head wind back did not arrive at the ^{Ship} till after 8 o'clock in the evening having lost sight of the ship when night came on we ^{pulled} some 5 or 6 miles past the ship and discovered by the high land which we could discern that we were to the windward of her therefore we set our sail and stood for the high land. Knowing we could not miss her in that direction and sure enough we soon raised a light and in about 30 minutes was alongside, the officers on board neglecting to set a light caused this trouble, but after the boats arrived with the turtle (they being more fortunate in finding the ship) had a light set immediately at the mirror peak for us.

Yesterday 2 ships arrived the Sagoda of New Bedford and the Corea of N London, the I had lost her 3^d and 4th mates and most of her crew by their running away in San Diego on account of bad usage.

31st The Starboard and Starboard Bow Boats both went down to the ships and gained all

day the Starboard Bow Boat returning at night the mate stopping with his boat to return to-morrow, on board the ship they were variously employed thus keeping us constantly at work not even giving us time to wash our clothes which were necessarily very dirty after cooping. January 1st 1848. Another new year has opened upon us and my thoughts have naturally recurred to the home which is so dear to me and ^{it} seemed as though I could almost hear the "I wish you a happy new year" which I was wont to hear from kind friends on the return of the new year and when I came to realize that I was many thousands of miles from those dear friends it made me feel sad, but I consoled myself by the fact that the few short months which would intervene before I should receive their happy greetings would soon pass away if ~~my~~ life was spared to see that happy day.

The crew variously employed about the ship a boat went ashore for wood this forenoon. 2^d. This Sabbath morning has been the scene of another outrage committed upon one the crew by the Capt and Chief mate. All hands were called as usual about 6 o'clock to wash the decks there not being scrubbing enough for all hands two or three of us were in the habit of washing the fore-castle while the rest were engaged washing decks this morning the Blacksmith came on deck and not finding any scrubbing took a bucket of water and went into the fore-cas-

He and and commenced washing it out while
washing decks it became necessary to move
the Blacksmiths forge and the mate called
for the Blacksmith to help move it he came
up out of the forecastle and the mate asked
him what he was doing down there he told
him that he was washing out the forecastle
the ^{mate} says "Well go on finish it" the Blacksmith
went back and finished the job and then seated
himself on his chest, pretty soon the mate
came to the gangway and looking down saw
him sitting there and told him to come up and
says "I thought you was cleaning the forecastle
take a bucket of water and go and wash out
the water closet" the Blacksmith told him that
he had washed out the forecastle but the
mate told him he lied and that he had not
carried a drop of water into the forecastle and
that he ought to be ashamed if he called it
washed out, Blacksmith took a bucket of wa-
ter and went aft opened the closet door and threw
the water in the mate followed him and told
him to go in and wash it out, the Blacksmith
told him he was washing it out, to which the mate
replies (at the same time stepping up and
striking him with his fist in the face) "Don't
your eyes get in there and wash it out" and struck
him several blows when the Blacksmith put out
one of his feet and pushed the mate away where-
upon he fell at him with great fury beating him
in the face with his fist when the Capt hearing

the noise came up and stood and looked on without saying a word till the mate had got through pounding the Blacksmith being exhausted so that he could pound him no more when he turned to the mate and asked "What is the matter?" the mate told him the Blacksmith kicked him, the Blacksmith attempted an explanation but he would not suffer him to say a word but took a piece of large sired rope and gave him 12 lashes telling him "I know Mr Simmons doesn't lay his hand on any man unless it is necessary" most of the crew witnessed this I stood in the waist and saw the whole proceeding.

A boats crew from their ~~Capt~~ Capt. came up and spent part of the day we loosed and furled the sails which was ~~no~~ doubt for a "work up job" and spent the day with no very pleasant feelings after witnessing such an outrage on one of our number this morning.

3^d A boats crew went in shore with a seine which we had got on board the Citizen to catch fish, but did not succeed in getting but a few. Having nothing else for us to do we were set to making seawat.

The cooper of the Citizen came on board and entered on his duties as boatster for our Starboard Boco Boat, the cooper of the ill fated Hope is to do coopers duty on board the Citizen. — The Canton came up and took her berth for whaling.

4th A boat from the Braganza stopped here this morning on her way to meet some boats which had gone up to the wreck of the Hope, and brought intelligence of a row on board the Lagoda between her Capt and the 2^d mate it seems Capt Finch has during the voyage treated all hands the officers among the rest worse than brutes, it being a common occurrence for him to knock a man down while steering his trick at the helm, in this instance he entered the 2^d mates stateroom with a pair of pistols and a club and threatened his life whereupon the 2^d mate jumped from his berth and stabbed him in the side and breast but not seriously as the mate hearing the noise came in just in time to prevent the Capt from receiving a mortal wound, it seems the cause of the attack on the 2^d mate by the Capt was occasioned by his having been on board some of the ships and learning that the 2^d mate had been exposing some of his foul deeds came on board declaring vengeance against him.

5th This forenoon we wet the hold which job we perform once a week to prevent the oil leaking. This afternoon the "old men" took my boat (which is the Starboard Bow Boat) and her crew and went up the Lagoon directly opposite the ship to see if there were any whales in there we saw none only this Bay is indented with numerous Lagoons where the whales go in to bring forth their young, the remainder of the crew engaged making sunist and the cooper at work setting up shooks.

5th The Capt and a boats crew myself being one went down to the ships having took dinner on board the Braganza we visited several ships during the afternoon and spent the night on board the ~~Edward~~ returning on the morning of the

7th Yesterday our crew caught a large quantity of fish in the scene and supplied their neighbors having a plenty left for ourselves. — The Braganza came up and took her berth for whaling.

8th Two boats went over the bay after clams and returned at night with a fine mess. the mate in the Starboard Boat went on a trip up the Bay to see how many whales could be discovered the mate of the Braganza also went and returned at night having been about 25 miles up the Bay and seen 11 cow whales with their calves one of them having come up under the Braganza's boat so as to knock the tub over from the rowlock and frightening all in the boats went off fluking. those in our boat they being near, really thought she was stove.

We scummed for fish again to day but did not succeed in taking any.

The vesper came up to-day.

9th The 'old man' and a boats crew went down to the ships and the rest of us spent the Sabbath in the usual manner by reading &c. —

10th The Edward and Citizen came up to-day the Portsmouth and Bowditch undertook to come but both got aground four of our boats went

their assistance while the other was helping tow the Edward.

11th All hands engaged trying to get the Portsmouth off by the means of kedge anchors carried out astern having first lightened her by throwing overboard some casks of water, at one time she floated and we thought we had succeeded in getting her off but she soon struck again and was as fast as before and it was given up for that tide.

12th Today we wet the hold and pumped out the water as usual The Portsmouth and Broaditch succeeded in getting off.

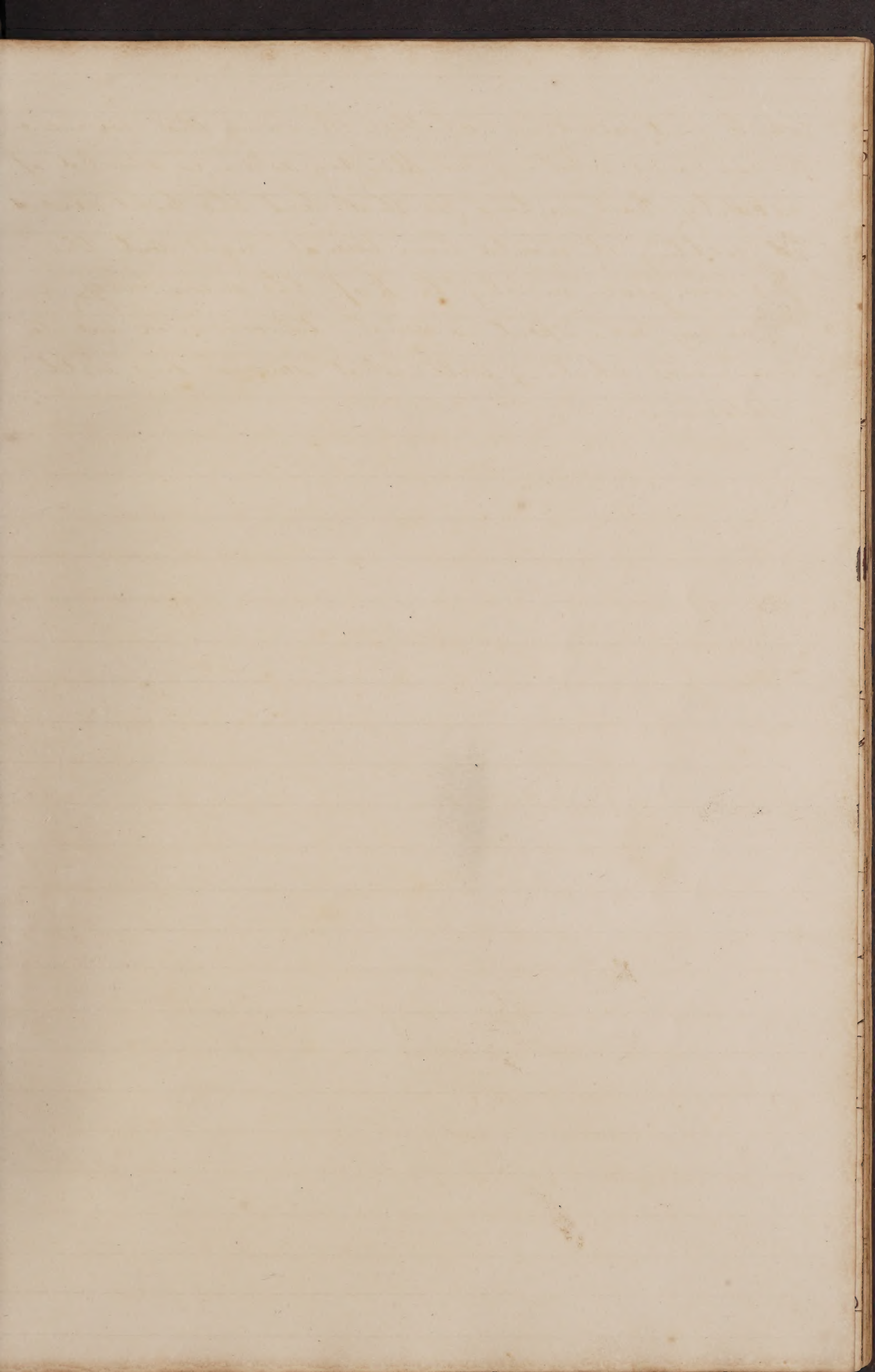
13th This morning we took our anchor and dropped down towards the inner shore about 3 miles the Capt. thinking it a better berth for whaling as we shall have to tow the whales to the ship the object is to get a situation where the wind will be favourable in towing down from the lagoons. The Starboard boat started to go down outside for turtle and is to return tomorrow.

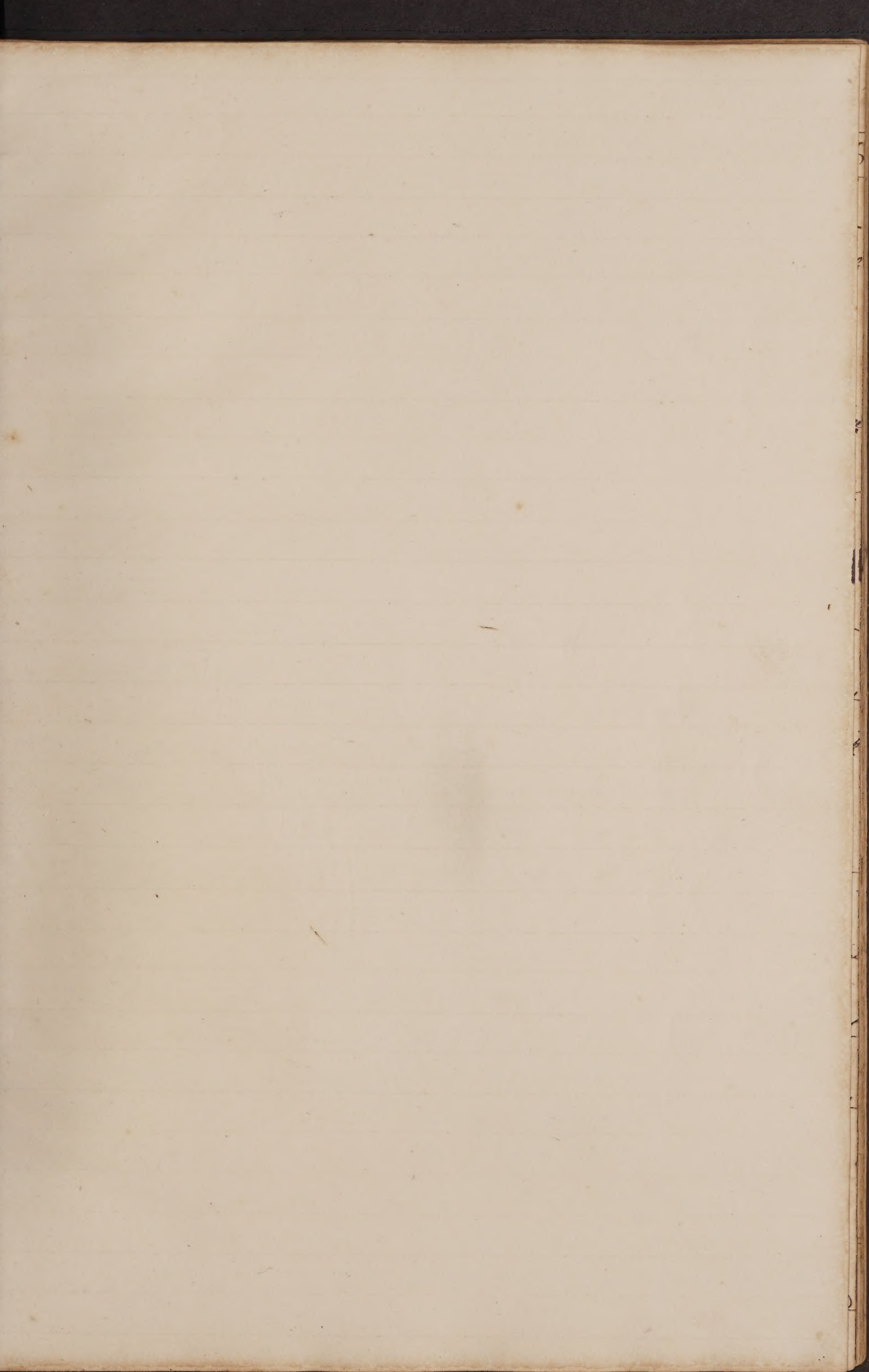
14th The Starboard and Starboard Bow boats went on a trip about 25 miles up a lagoon to look for whales and returned at night having seen 15. The Starboard Boat returned this afternoon with 5 turtle, they reported a French ship arrived 12 days from the Sandwich Islands with 1000 bbls of oil 12 mos from home.

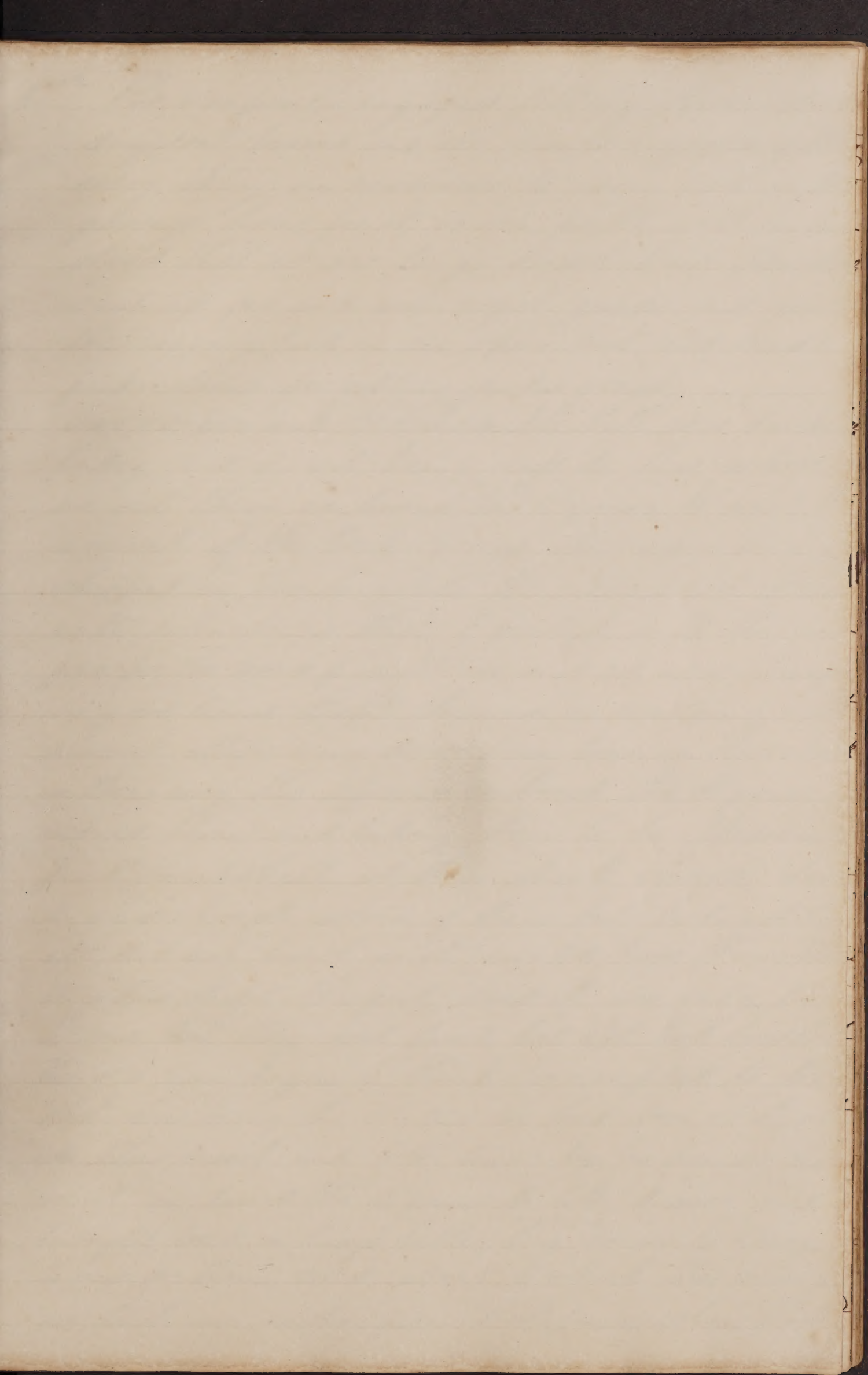
The Citizen took her anchor and dropped down alongside of us so as to be together as we are mated and are to commence whaling the 17th.

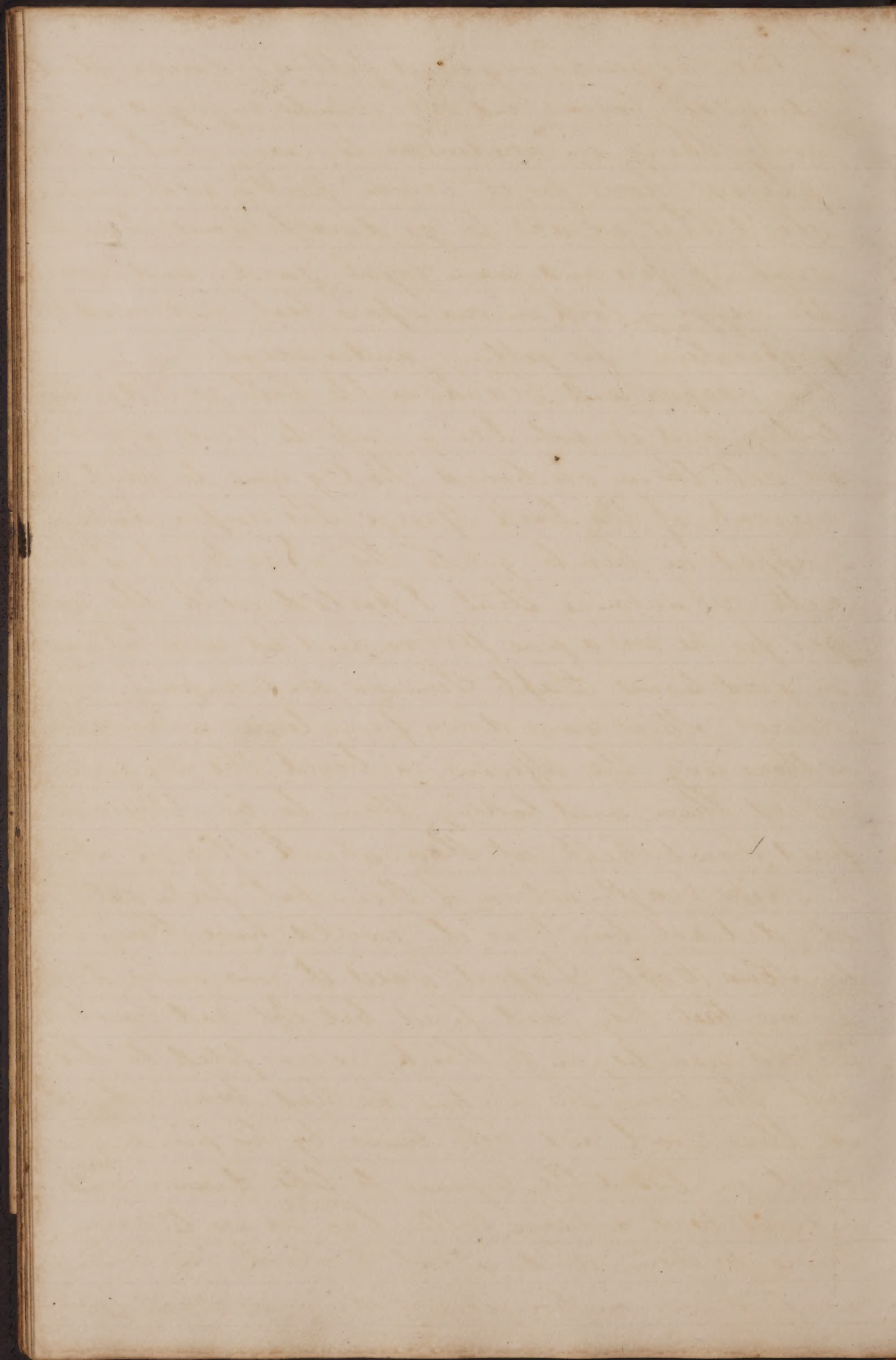
15th Today we wet hold, the Capt not having anything else for us to do, and not giving us time to

wash and mend our clothes knowing that we were
to commence whaling on Monday when we should of
necessity have no time for that, had the hold needed
ed wetting it would have been all right but the
job was given merely to "keep the men busy" —
16th Sunday was spent as usual, tomorrow we are to
commence whaling with what success time will
determine.









8th The carpenter engaged fitting lower standing-sail booms and all hands engaged getting every thing in readiness to carry sail on the passage home for it is now pretty well understood that we are to go direct home from here sent up fore and main royal yards and rove the rigging took in our spare boat and made preparations for getting under weigh. — Our cooper and blacksmith both were discharged to-day and it not being safe to leave ashore we set them on board the Cyane to wait the arrival of the bark George the cooper having shipped in her to go to the N. West it was with reluctance that I parted with the cooper for he was a fine fellow and we were always on good terms. Capt Sumner in company with several others came down from town on horse back on there way the officers on board the Cyane espied them, and taking them to be Mexicans fired a bombshell at them which struck about 2 ships length astern of them but fortunately it did not burst or it would have blown them to atoms. Capt Dupont said it was only the 2^d one that they had fired but ~~it~~ had burst. The old man began to think he was fated to be shot this being the 2^d time he had been shot at on this coast and both times by his friends. He went on board the Cyane to take dinner and brought back a large letter bag ^{which} we are to carry home for them and about 8 o'clock this evening we took our anchor from California shore for the

last time, and stood out under a light breeze from the N. W. West, the anchor came up more cheerily than it had for months before, and every one felt comparatively happy knowing this to be the last of this detested coast and that we were now fairly bound home, the sails were sheeted home with a will and the anchor hauled to the cathead with a lively song.

9th We were in hopes to have been out of sight of California this morning but having a very light breeze during the night we were still in sight of the mountains, but all through the day we have had a strong breeze from the N. W. West and the old ship is going off before it with studding sails set, as though she was as glad to get rid of California as any of us. Sent down the sky sail poles and secured the anchor on the bow, received a watch below which is the first for more than three months.

10th All hands on deck, this forenoon engaged in setting up fore and maintopmast rigging and backstays, and afternoon in drawing yarns from old junk for spun yarn. Thus all hands have been kept on deck when there was no occasion for more than the watch. Calm weather what wind there is variable.

11th This morning another flogging scene was enacted to add to the long list of outrages already committed upon the crew. We having the morning watch on deck about 2 bells or 3 o'clock we were called to brace the yards, previous to this

the studding-sails had been hauled in and one of the men (Joe Austin) was asleep on them and did not hear the order given to brace the yards and being a little behind the rest in getting to the main brace was hailed by the mate by, "I suppose you've been turned in down below," Joe replies "No Sir I've been turned in on deck the mate considering himself disrespectfully answered springing at Joe and commenced beating him, and whether the old man heard the noise or not he came on deck at this moment and taking the end of the main-top-gallant brace without inquiring in to the case at all and gave him 18 lashes, and went below and no doubt turned in and slept very quietly the remainder of the night, as he went below he said to the mate "Do you see and keep your watch awake after this," — — —

Light variable winds, the watch engaged knotting rope-yarns &c and after 4 o'clock wet the hold which is done every Saturday. Raised the Maria Islands and a sail standing in. 12th Sunday, Breeze same as yesterday, Raised the main land and passed the islands three in number, also saw a sail on our Star board bow. — — —

3th We lay with our main yard aback most of the night and this morning set studding-sails and stood in towards the Bay of Bondaree the old man's object in coming here was to ascertain if

there were humpbacks in the bay as he lacks
150 bbls of a full ship he thought of stopping
a few days if there were any prospects of get-
ting that amount of oil consequently we started
in within a few miles of the mouth of the bay
and lowered a boat and went himself to
look for whales, we discovered a large smoke
on an Island at the entrance and concluded
some one must be there who wished us to come
in so as the boat went in they pulled along
down the shore of the island but could not
discover any one on shore, the boat returned
about 2 o'clock finding no whales in the bay
although there were plenty to be seen outside
the old man who had once been humpbacking
said the season had past and they had left the
bay with their calves that if we had been here
a few weeks sooner probably we should have
found whales in there, he concluded the smoke
must have been some signal from a smuggling
party who had taken us to be a man-of-war.
We now having the wind ahead hauled sharp on
it and making one tack cleared the land. —
The boy John growing worse having spit a large
quantity of blood today this afternoon the Capt.
took him aft in the cabin and is trying all he
can to make him well after making him go in
the boats in Margarita Bay after he had
told him he was not able to go, this murder-
ing people by inches still he has the name of
being a fine man and a gentleman in N. Bedford

14th. All hands were kept on the lookout last night as rocks were discovered yesterday which were not laid down on the chart therefore it was necessary to keep a bright lookout for them. A long range of black clouds hung over the horizon in the S. and W. during the night sending forth now and then ~~the~~ most vivid flashes of lightning that I ever witnessed, and this morning we had quite a smart shower of rain, we took in our royals and clewed up topgallant sails expecting it would strike us hard, but it passed over quite gently. Coming on deck this morning we found that the Starboard watch had unshackled the cables and stowed them below and this forenoon we took the larboard anchor on the boro and secured it this looked like being at sea again and showed that we had done knocking about in search of bays. P.M. The watch engaged making spungers &c. The old man has offered a bounty of 50 dollars for a hundred and fifty barrels of sperm oil.

15th This morning about 8 o'clock we took a fine 6 knot breeze which has lasted during the day and we slip along finely with studding-sails set aloft and aloft. The watch engaged mending sails and in the dog watch for a "work up job" wot. the hold. To-day the mate in having the turning lathe fitted could not find a part which was indispensable for the working of the machine, some one hinted that the blacksmith (who was not on the best of terms with the mate) might have "put it to soak" before he left then it did us good to hear the little fellow rave

Caught two large *Alpheia* today which made a mess for all hands.

he swore vengeance against him and even threat-
ened to murder him if he should ever meet with
him, he also accused Austin (who he is known) of
being concerned in it, yes says he There's another
Nation sayer just like him (meaning blacksmith)
who had a hand in it and I'll have satisfaction
out of ye, consequently I expect he will use every
means in his power to work us up, all the passage
16th we are still favoured with the same breeze as
yesterday from the N.W. steering S. by E.
This forenoon our watch took the Starboard anchor
on the bow and afternoon the other watch engaged
making Spungarn V.C.

17th In the morning watch the breeze left us and
at 6 bells or 7 o'clock it was almost a dead
calm after breakfast all hands were called
to send down the main-top-sail and bend
another in its place which was better suited
for this light weather, after which the watch
was sent below, and the watch on deck im-
ployed knotting yarns and making them
up into Spungarn, last night the ship ^{was} sur-
rounded by a kind of bird which sailors call
Boobies who perched themselves on the yards
and studding-sail-booms quacking like so many
ducks, the watch on deck amused themselves
by knocking them off their roosts. —

P.M. A light breeze sprung up and we shifted
the studding-sails over to the Starboard side.
18th Have had a light breeze as yesterday
The watch engaged making Spungarn and

Lat. $15^{\circ} 18'$ North.

mending an old main-top-gallant-sail and in the day watch all hands to wet the hold, during the past week have painted all four boats and the carpenter is now employed repairing the old spare boat and putting her in saleable order as the Capt intends selling her in the next ports.

19th Sunday. This morning the breeze freshened and about 10 o'clock we raised a sail on our Starboard Bow standing on the wind across our bow and about 4 P.M. we hauled in studding-sails and luffed to the wind and lowered the Starboard boat and the Capt went on board she having hauled aback a little to the windward, it proved to be the Hamilton of Bridgport, Capt Wade 20 ans. from home with 700 bbls of oil she was 8 weeks from Talouhama bound to St. Joseph for water and from there to the Nor. West. The old man only stopped a few minutes procured some newspapers and bidding Capt Wade adieu returned on board and setting studding-sails kept on our course and about sunset we took the N.E. trades which are carrying us along finely.

20th Fine weather with a steady breeze as yesterday, the watch engaged mending sails and making spungarn.

21st The breeze continues steady at N.E. at Meridian the Lat. was $13^{\circ} 3'$ North. The watch employed drawing and knotting

yards and mending sails.

The boy John taken worse spitting large quantities of blood the Capt felt somewhat alarmed about him and well he might. —

22^d The watch engaged making spungara and mending an old fore-top-gallant-sail &c. The breeze continues steady steering E.S.E. from appearances we are bound in to some port on the Spanish Main, which is the term used by people this side of land for the whole of the western Coast of S. America. This day we are 33 mos. from home.

23^d Lat. at meridian was $10^{\circ} 48''$ North, it is now very warm weather so that it is almost impossible to sleep in our watch below most of us being obliged to take the deck for it ^{not} on account of the heat alone, but to escape the tortures of a certain troublesome little animal which occasionally disturbs people's repose; and with which our fore-castle is swarmed. —

The watch employed same as yesterday — I have been for a week past in my watch on deck engaged cutting raw hides into strips an eighth of inch wide which is to be worked up into wharropes it is said to make very strong ones which will last a long time. — — —

About 7^o ^{or 8 o'clock} P.M. the wind hauled more to the Eastward and we were obliged to brace up sharp and take in our studding sails.

24th Breeze remains the same as yesterday;
The watch engaged making spungarn
and at work on sails, ~~un~~beat the fore
and main-top-gallant-sails and bent
the old ones which we have been re-
pairing.

25th This morning the wind backed to the
N.E. and we set studding-sails again.
The watch engaged as usual making spungarn
and repairing sails, in the afternoon
wet the hold and pumped it out found
there was some gurry in the hold and
consequently the old man thinks the
oil leaks and obliges us to throw three
or four hundred barrels into the hold
and pump it out twice a week which
makes another addition to our labour.
About 7 o'clock P.M. the wind hauled
ahead again with squalls of rain
accompanied by vivid lightning al-
though the thunder was not to be heard.

26th Sunday. The breeze has headed us off to
S.E. blowing a good topgallant breeze.
The boy feels very low and weak fears
are entertained that he will not live to
reach port. The Lat at Meridian $7^{\circ} 48'$
North.

27th The breeze remains the same and we
are standing along close to it, making
about a degree of Latitude in 24 hours.
Employed as usual working up old gunk.

28th This morning we raised a brig standing along on the wind the same way and about 11 o'clock A.M. came up with her and the old man, lowered a boat and went on board found her to be a Chilean vessel belonging to Valparaiso and commanded by a Frenchman she was 21 days from Marattan bound to Panama ^{was in a leaky condition} had several passengers ^{some of them} bound home across the land among which was an Officer from the U.S. Volunteers in Upper California going home out of health. The old man succeeded in effecting a trade as usual selling to the master of the brig 11 barrels of oil and the spare boat and also let him have a cask of water and took as part pay 8 bags of coffee and some sugar and after closing the trade and receiving his pay returned on board about 7 o'clock P.M. when we braced forward the mainyard and stood along again on the wind it being light from the Eastward.

29th The wind remained light through the night and this morning the brig was about a half mile from us on our Starboard bow and the old man lowered a boat and went on board of her to have a 'gan, and to get his 'tot of grog for he loves his 'tot as well as any common jack although he considers himself a Temperance man and

passed himself off for such in New Bedford and he among the rest of the owners in the ships articles prohibited the crew from bringing any liquor on board the ship, but to show how strictly he observes them he has several times during the voyage brought it on board himself, and towards noon to-day he returned from the brig bringing a dozen bottles with him, his old stock being exhausted he took this opportunity to recruit. The watch employed as usual in the afternoon got the hold.

30th Very light breeze variable a couple of points or so from the Eastward, being extremely warm the sun being now directly over our heads at noon heating the deck so that is hardly sufferable to tread on it with bare feet. The boy a little better to-day. The watch engaged as usual working up old *Quint*. At Meridian the Lat. was $5^{\circ} 18' N$.

31st Very light breeze almost calm. The watch employed as usual. The brig is still in sight. April 1st Had light variable winds, being calm most of the afternoon. This morning the brig being about $\frac{1}{2}$ of a mile off on our larboard quarter the old man lowered a boat and went on board of her found the passengers quite discontented in regard to their safety the brig being so leaky, making about 700 strokes of the pump in

24 hours; consequently the Capt made arrangements with our Capt to transfer them to our ship the officers all very politely agreeing to give up their state-rooms for the accommodation of the passengers, so the boat returned about 12 o'clock bringing orders for the mate and this afternoon 3 boats have been employed conveying them and their "dunnage" on board, there are 8 passengers besides the Capt and cook who are to come on board to-morrow he choosing to accompany them leaving the brig in charge of his mate. The remainder of the crew that were not employed in the boats will the hold as is usual on Saturday afternoon.

2^d Sunday. We kept a light sail for the brig during the night and this morning she was in sight about 6 miles astern of us we put the ship about ^{having but a light breeze it was before} and towards noon the two vessels came together where we lowered a boat and brought the Capt of the brig and his cook on board, who is to prepare the meals for the passengers, it being quite enough for our cook to do his duty for our own ship's company.

In the afternoon we had a light variable breeze with frequent squalls of rain.

3^d Had a moderate breeze from the Eastward which is a head wind for us as it is now understood we are bound into the nearest port on "The Main" to land the passengers, it

will be as the wind favours us whether it is Papta or Guayaquil probably one of the two. The brig still remains in sight. - To-day the watch has been variously employed about decks this forenoon in my watch on deck Mr Spooner made 2 wheelropes out of the strips of raw-hide which I cut last week they are very stout and durable being well adapted to bad weather which we expect to encounter in doubling Cape Horn in the dead of winter.

4th Had a moderate breeze from the N.E. and during the ^{night} have run the brig out of sight and when the old man came on deck this morning and found she was no where to be seen he put the ship about and stood on the other tack several hours to see if he could not raise her as her Capt was desirous of keeping company but we saw nothing of her and put the ship about again and stood on. The watch variously employed about the ship, in the afternoon our watch made rattling stuff. The breeze appears steady from the N.E. which convinces us that we are in the trades again.

At Meridian we were in N. Lat. $6^{\circ}18'$ $93^{\circ}5'W$.

Long.
5th The breeze remains moderate and steady at N.E. Our watch engaged making rattling stuff this A.M. in the P.M. the other watch wet the hold. 6th The trades have left us again and we now have a light breeze from the N.W. heading

E $\frac{1}{2}$ N. The watch variously employed in work about decks.

7th During the first watch last night the wind hauled more to the westward and we set the fore-topmast and main-top-gallant-studding-sails and in the middle watch it ~~hailing~~ still more set the lower-studding-sail steering E, S, E. with a moderate breeze, and about 6 o'clock this morning a steady rain set in which held on till 11^{o'clock} A.M. when it ceased raining, still having a light breeze from the westward. At 7 $\frac{1}{2}$ o'clock A.M. The Capt eased his mind by striking one of the men (Jacob Sheridan) in the Starboard watch we having the forenoon watch on deck, the circumstances of the case were these The rain having beat through the sails (which had been triced up between the rail and Hurricane deck to prevent the sun and rain from striking through and annoying the passengers) upon the Quarter-deck Jacob was ordered by the Capt to bring a swab and wipe it up, obeying the order he brought the swab and having filled it with water the 2^d time stood on the Lee side which was the Starboard side of the main deck winging it out when the Capt came out of the House (There being also a sail hung from the Hurricane deck to the main deck athwart ships) and walking up to him without any farther ceremony struck him with his fist which made him reel and nearly brought him to the

Apr. 26th at
noon. within
50 miles of Tumbes
S. America.
arrived in harbor
~~82~~ 28th & left
there May 8th



deck. He then says "what have you got the sulks
about?" "you were mad because you had to swab
the deck" he then walked to the weather side
of the deck and was met by his brother the mate
who always approving and after lending the Capt
a hand to abuse the men, remarked to him that
"He was always going about with the sulks,"
"yes says the Capt and he rolled up the white
of his eye at me, he then went under the House
where the passengers were and one of them in-
quiring what the trouble was he replied "That man
I can't get along with without flogging him
about once a month and its about time he had
it again," Jacob finished swinging the swab and
wiped the deck dry and then came forward and
related the circumstance to us, we all being forward
at the time had no opportunity to witness the blow
although the man at the wheel Peter Antoine
heard it as did Samuel O Fisher, Boatsteerer
and Mr James the Cooper who were in the
waist at the time.

Long. $89^{\circ} 54'$ West
At Meridian we made the Lat. $5^{\circ} 48'$ North

It being raining this forenoon no work was carried on
except the working of ship, in the afternoon the
watch was employed working up old junk into spun
yarn &c.

8th Have had a beautiful breeze during the night
from the Westward so that the ship headed her
course E. S. E. the Studding sails drawing fine by
but this morning it hauled a couple of points
more to the Southward so that we were obliged

to take in the studding-sails and brace the yards sharp to the wind.

About 1 1/2 o'clock P. M. we raised Sperm whales from the deck the ocean being alive with Porpoises at the time the lookout at the mast-head took them to be Porpoises also. They were small school whales making but a small spout not much larger than a Porpoise consequently they were seen off deck before the lookout made them out to be whales as usual when whales have not been seen for some time especially sperm whales there was considerable bustle and confusion on board, caused by men running fore and aft the deck speedily executing the orders which follow each other in quick succession given in a loud harsh tone from the coarse lungs of the Capt. such as "Ball up the watch," "Haul aback the main yard," "Stand by the boats," then amid the creaking of brace blocks and flapping of sails as the ship comes to the wind and the main-top-sail is laid to the mast, the voices of the several Officers or boat-headers are heard calling on their boatcrews to "Stand by the Starboard Boat," or "Stand by the Larboard Boat," "Hoist and swing," "Lower Away," "Fore and aft," &c. and the moment the boat strikes the water the crew following her down the side pump in and the boatheader sings out "Let go," and whoever is lowering the boat obeys the order by let-

ting run the boat-tackle-falls, which are unhooked by the headsmen in the after part of the boat and the boatsteerer in the forward and are hauled up to the Dooy-heads by the men who lowered her away, they immediately shove off from the ship and start in pursuit of the whales if they are to the Seeward they set their sails and if the breeze is light also use the oars the boatsteerer always arranging the line and craft (as the harpoons lances &c. are termed) before sitting down to his oar, for a loose whale (that is a whale that has no other boat fast to him) he generally puts up 2 harpoons (or Irows as they are familiarly called) by resting the iron part (which is from 2 feet and a half to 4 feet long from the head to the socket to which the pole is attached which is usually 6 feet or more in length according to the fancy of the boatsteerer) on the head of the boat and the pole on a crotch which is set up perpendicular in the gunwale of the boat having arranged these to his satisfaction and seeing his box line clear which is the slack line which is coiled in the head of the boat and which leaves it at the time of setting the irows the 2^d iron being attached to the line by the means of a short warp being bent on to it with a running bowline so that when the strain comes on it it brings up against the strap of the first iron - as I remarked the boatsteerer sees this line &c. all clear and then takes his oar and aids

the crew in sending the boat ^{speedily} through the water
towards the whale or whales as the case may be which
if they have perceived nothing lie on the surface
of the water or are swimming leisurely along sending
clouds of white foam to the skies, as the boat
approaches the monster the boatheader who
usually has run of the whales before leaving
the ship thinks it not practicable to get
on that rising he orders the crew to lie on
their oars waiting for them to go down and
rise again when he starts afresh being careful
not to get on his eye that is not to pull in a
direction to be perceived which is square off and on
for a sperm whale, therefore he pulls as nearly di-
rectly after him as possible and when within 4 or
5 fathoms which is considered a good starting dis-
tance he gives the order to the boatsteerer to
"Stand up" and if it is a good chance to fasten to
"Give it to him" and the boatsteerer sends both
lines one after the other deep into the monster's
side, "Stem All" is the command as the vious
leave his hand and after steering out of the
way they change ends that is the boatheader
goes in the head of the boat to kill the
whale while the boatsteerer takes his place
in the stern and steers him on, ~~the~~ the whale
now sounding they keep the line taught
so as to know when he begins to rise which is
soon perceived by the lines slackening when the
crew commence hauling up to him so as to be
close on when he "buck's water" while the officer

stands in the bow or head of the boat with well
poised lance ready to plunge it into the whale's
"Life", as soon as within darting distance; if the
boat is not in the right position if he desires the
head of the boat to be placed nearer the whale his
orders to the boatsteerer are "Lay me on", "Lay me
on", or if the boat is in danger or he wishes to get
farther forward on the whale his orders are "Lay Off",
"Lay Off and Pull Ahead", or "Hack Line", as the
case may require. When once within sufficient
distance and the boat being placed in the prop-
er position "Hold water" is his stern command,
and now arrives a dreadful crisis - the next mo-
ment the boat with her crew may be sent several
feet in the air. The Officer being ready and plac-
ing himself in an attitude which might do grace
to a theatrical gladiator surveys well the mon-
ster and sends the lance flying into his heart.
"Stem All", "Stem Every man of you" is his
quick and imperious command, and the whale
feeling the dreadful effects of the lance
immediately sounds but if it has done good
execution he remains down but a short time
when he comes up and "hoists the red flag", and
becoming infuriated to madness starts off with
great velocity lashing with his huge tail
the water untill all around is one complete
mass of crimson foam. He soon becomes ex-
hausted through loss of blood (especially if the operation of lanc-
ing has been repeated which is generally the case) and
stops running going into what is termed his "flurry".

which he performs by making a complete circle
which as often as he goes around diminishes in
circumference until when in about the centre he
rolls ^{which} "fin out" is a sign that he has surren-
dered. He is soon safely moored alongside the
ship, and the operation of "cutting in" commences.
but as I described that operation in the former
part of the voyage it will not be worth repeating.
I have here attempted to describe the manner of
catching whales although this description
is not applicable in all cases as for instance
I represented one boat taking a whale alone
which is often the case in a school of sperm
whales, where each boat has a whale of her
own to attend to but in taking a "lone whale"
sperm or right two or more boats usually fol-
low the officers taking turns lancing the whale
or they slack line out of the way and let
the loose boats work just as the circumstances
require. A right whale differs essentially
from a sperm whale in several different points
although the manner of taking them is similar.
In regard to their formation A Sperm whale has
a large square head with a long narrow lower
jaw in which are set two rows of formidable
teeth there being none in the upper jaw nor any
bone this being the fattest part of the whale it
often yielding in a large whale 30 barrels and
upwards of clear spermaceti a part of it being
boiled from the "case" which that part of the head
(the uppermost part)
situated on the right side the Spout-hole (there

being but one in a sperm whale) being on the opposite side and running through alongside the case communicates the breath from the vitals. it being situated on the left side obliges him always to turn up on that side as he rises to the surface to breathe or "Spout" as we call it. From the "Case" of a large whale there is usually taken from 12 to 20 barrels of oil which operation is performed in the following manner it being separated from the other part of the head by the means of the "cutting spade" is hooked on to with the cutting tackle, and hauled up in the gangway out of water although the noddle-end usually hangs down below the surface of the water in this manner it is permitted to hang untill the purchase is rigged to bail which consists of a single rope ~~to which~~ a bucket is attached ~~to one end~~ the other end being rove through a block which is suspended some 10 or 12 feet above it this being arranged, a pole is set into the bucket by which it is thrust into the case and forced to the bottom there being scarcely room to admit it at the top when it has had sufficient time to fill the boatster who generally tends the bucket sings out "Whip" when 2 men stationed at the other end of the rope hoist it out richly laden with spermaceti which is emptied into a large tub which stands ready to receive it this process being repeated till the oil is all out they again heave away on the windlass and hoist it in on deck and after taking off the "Head Run" pitch the case in which there is very little oil not worth

enough to pay the trouble of trying out - to Davy Jones. The lower part of the upper jaw is that part which lies between the case, Spout-hole, &c., and the mouth and is called the "Junk", from the fact of its being one solid mass of fat; this and the "case", is boiled or tried out, separate from the body and put in casks marked H. for head this being the oil used for the manufacture of sperm candles and commands a higher price in the market. ^{The whole head is expected to yield one third of the oil.}

One prominent feature in a sperm whale and wherein he strikingly differs from a right whale is his "hump" by which, together with his spout, he is distinguished from them at a distance it is situated about $\frac{1}{4}$ of his length from his flukes, as his huge tail is termed he also sounds deeper and remains down a greater length of time and stops up longer than a right whale having been known to remain down for the space of an hour and a half and to stop up to spout, from 100 to 120 times spouting once a minute and to sound out 600 fathoms of line coming up within two boat lengths of the boat which shows that he sounded that depth; not so with a right whale he seldom spouts, more than 8 or 10 times, or remains down over 12 or 15 minutes, nor sounds to great a depth, he has no "hump" like a sperm whale and differs very materially in the shape of the head the upper part of jaw being long and narrow like a sperm whales lower jaw in which are fixed instead of teeth two rows of that elastic substance known as whalebone being

set about $\frac{1}{2}$ an inch apart and which in a large "Cow whale" are about the same thickness, being 18 feet in length and about 18 inches or 2 feet in width at the root, from there tapering off on the inside till they terminate in a point, on the inside there is long hair similar to that in a horses mane which serves to strain their food which consists of small marine insects which whalers call "bit", the lower part of the head (which cannot properly be called a jaw any more than the upper part of a sperm whales head as there is no bone in either) consists of a huge throat and tongue to which is attached an enormous pair of lips one on each side which shut over and cover the bone or teeth in the upper jaw and which serve as "Scoops", to gather his food. he having the power to let fall or raise them at his will. When feeding and while in the act of "Scooping" he presents a singular appearance lying on the surface of the water with those huge lips widely extended showing the long "Slabs" of bone of which there are between 4 and 500, now and then shooting ahead to fill his "scoops" again stops to shut them and swallow, then letting them fall repeats the operation untill he becomes satisfied.

They run a great deal more than a sperm whale while fast to them and are more difficult to kill their life not being accessible except in a small spot just abaft the fin on account of the "Shoulder" or fin bone, which covers it, they have two spout

holes consequently make a high forked spout, by which they ^{are} distinguished at a distance from other whales, whereas a sperm whale having but one makes a low bushy spout. But where the sperm whales excel in value the right whale excels in point of beauty in the exceedingly graceful manner in which he "turns flukes," often turning ^{them} as high as 12 or 15 feet in the air settling down so slow and with so much regularity unless he is "gallied," which in the common parlance of whalers means frightened, that at last he wholly disappears like the setting sun just showing the tip of his flukes, which in a large cow, from tip to tip measure 20 feet. The "Bull," or male of a sperm whale is always much larger than the "Cow," or female which is directly the opposite with the right whale. The largest cows of the right whale that have been taken yielded 300 bbls. of oil and whalers allow them to have 1000 bbls. of bone for every hundred barrels of oil, whereas the largest sperm whale on record yielded only 170 bbls. and a ninety barrel ^{one} is called a large one, although he would be of as much value as a 200 barrel right whale with the bone which usually brings from 35 to 40 cents per bbl. The Cow manifests a great affection for her calf, especially if it be a suckling and unable to escape its pursuers not being sufficiently strong to keep pace with her, in which case she takes it on her back and car-

April 8th continued}

ries it till she thinks it sufficiently rested when she rolls it off, always taking care to carry it again as soon it becomes tired and the boat gains on her so that she is in danger, if she be ^{un}fortunate as to be fastened to she seldom leaves the calf, untill after receiving her death wound. —

As I stated we raised a school of sperm whales this afternoon, and all was bustle and confusion on board mostly caused by our little chief mate (although on ordinary occasions there is more or less excitement) who is of so excitable a temperament that he seems almost incapable of containing himself, appearing on such occasions like a little boy who has had a Christmas or New Year's gift in the shape of some pleasing toy, or a country boy who has had the promise of a ride to town with his father, running fore and aft the decks rubbing his hands and exclaiming "Sperm whales! Sperm whales! Oh, they are Sperm whales!" and before the Capt has time to issue his orders sings out "Haul aback the main yard, Clear away the boats, Clear Away the Starboard Boat there, Where, the Starboard Boats crew, Stand by the Starboard Boat, Stand by here," and if his boatsteerer don't happen to be on hand, or in his confusion he does not see him he yells out at the top of his lungs "Fisher Fisher" "Where's that Fisher, Send that Fisher along here," and if the boat steerer and crew are all ready, and the order is given to "Lower Away," he seems like a person distracted till the boat is in the water and clear of the ship, it's "Hoist and Swing, Hoist and Swing, Hoist here Hoist,"

and the cranes being swung "tis Lower Away" Lower
Away "Lower Forward" Lower Aft. and if the falls
chance to get foul on deck his impatient dis-
position will not suffer the man to clear them
without his screaming all sorts of opprobrious
epithets in his ears such as "You thundering
jackass" "Clear Away that fall you ~~Sand~~
Lubber &c. The passengers who were not used to
whaling scenes were greatly astonished at the
excitement and opened their eyes in amazing won-
der at such proceedings. As it was we lowered
away and set our sails the whales being to the le-
ward and sailed down onto them but they were
"gallied" having perceived the ship however the 2^d
mate in the Starboard Boat succeeded in fastening
and "turning up" a small calf while the other 3
boats were in pursuit of the school. The boat to
which I belonged ^(the wind boat) got almost on to a middling
sized one but he saw the boat and cut out the
corner of his flukes ^{and went down}. The Starboard Boat came about as
near fastening and after chasing them awhile we
saw the colors set at the mizen peak which
we knew to be the signal for us to goe then up
and return to the ship consequently we went on
board and run down to the dead whale which the
Starboard Boat had "turned up" and was lying by
waiting for the ship - took him alongside and cut
him up and kept on our course. It took but a
short time to "cut in" as he was a very small whale
the smallest we had taken the voyage while in
the operation the lookout at the masthead raised a
sail on the weather Quarter which was made out to ^{be a brig}
standing towards us

9th Lat 3° 33' North Long 86° 15' West.

Sunday. This morning the brig which was in sight last night ran down and spoke us hailing in Spanish our Capt not understanding the language delivered up the speaking trumpet to the master of the vessel from which we took the passengers, who ascertained her to be a Chilean Brig called the Josephine belonging to Valparaiso so being 76 days from Guayaquil and bound to Payta in ballast, she was leaking badly and they were short of provisions water &c, having been supplied with water by two American Whalers we being short of provisions and having no more ^{than an allowance of} water could not spare, and they concluded to make out to get in by our supplying them with wood which we did and she kept on her course, —

Tried out the whale which made the enormous amount of 7 bbls which the "old man" succeeded in doing without keeping all hands on deck which is something unusual for him having called all hands one afternoon during the first part of the voyage, to try out a single Blackfish. —

10th The watch engaged this forenoon in wetting the hold having commenced it on Saturday when the whales were raised, in the afternoon the watch engaged in various duties about decks. —

11th Light winds from the Southward. The watch variously employed.

12th The breeze remains light from the Southward. —

This P.M. our watch wet the hold and having just finished it being 3½ o'clock the look out at the mast head raised another school of sperm whales about

4 points on our weather bow heading across the stern consequently we "tacked ship", and stood along awhile then lowered and pulled up for them but these "Line Whales" are chased so much that it makes them very wild and hard to take and before we got within a half mile of them they heard the boats and started off "eyes out" after chasing them about 10 miles to the windward of the ship and finding they had no idea of "bringing to" we gave up the chase and started for the ship "having" "pulled her courses down", we could barely see the topsails but "having" a light breeze with the aid of the oars we got alongside and hoisted up about 8 o'clock, "having" been rather unfortunate, seeing two schools of Sperm whales within a week and only taking one small calf which made 2 bbls. After noon and before we commenced to wet hold the Capt lowered a boat for the purpose of trying the current and found that it was setting at the rate of $\frac{1}{2}$ a knot ~~in~~ ^{to} the Northward and westward.

13th The boy Goha taken much worse spitting up large quantities of blood in a cloddy state it appearing as if his vitals were badly affected and that he is throwing up his whole liver. it is the general opinion of all on board that he will not live to reach port.

The watch variously employed about the ship This afternoon we passed a carcass of a whale, supposed that some ship was cruising near by. The ^{the Southward} remains light varying about 2 points each way from

14th Had a moderate breeze this morning which increased to a strong topgallant breeze in the afternoon, when we sent up a Preventer fore-topgallant backstay, having ascertained that the fore-topgallant mast was sprung and cracked we sent up this stay to make it more secure in a strong breeze and the Carpenter and cooper are engaged making a new mast. About 6 o'clock this morning we fell in with another ~~whales~~ carcass and just before 7 raised a ~~stick~~ on our weather beam and made her out to be a whaler boiling and heading away from us on the opposite tack from her being a boiling and seeing these two carcasses we concluded she must have fell in with the same school of whales that we chased the 12th and were more fortunate than we were. The Capt set the signal at the fore-royal-mast-head for her to run down being anxious to speak her thinking he might get some medicine that would help John as he continues worse. but she kept on her course taking no notice of us although she might not have discovered our signal. — —

15th Lat 7° 26' North, Long. 83° 13' West. — —

This is a gloomy day in the history of our voyage another one of our number has gone the way of all flesh. At 2½ o'clock this morning John's spirit left its earthly tenement and winged its way to the God who gave it, and at 8½ o'clock our colors were hoisted at half mast and the burial service being read by the Capt we committed his remains to the watery elements which is the sailors grave, ~~Before he died appearing conscious that death~~
~~Before he died appearing conscious that death~~
~~Before he died appearing conscious that death~~

was near he expressed a great desire to see his friends at home especially his mother and a brother, but the blood rose so freely from his lungs that he was literally drowned by it, and not permitted to enjoy that privilege in this world his age was that of 17 years, work was suspended for the forenoon, wetting the hold as usual on Saturday afternoons.

16th Sunday, Variable winds for the most of the ahead and at night it headed us off N.E. our course being E.S.E.

17th The watch employed variously about decks. The ocean appears alive with fish as far as the eye can reach, among which are the Albicore almost as large as the Porpoise, and the smaller but more beautiful Dolphin together with the sprightly Bonnets or Ship-jack as sailors call them - sporting all around the ship often in pursuit of the little Flying-Fish which no sooner leaves the water and mounts on air, to elude its pursuers than it is ready to be pounced upon by the Man-o-war hawk thus giving him no chance for his life. This morning the 2^d mate struck from the morningale the largest Dolphin ever seen by any of the ships company and we have some old whalman belonging to the ship - he measured 7 feet in length. We ^{also} caught plenty of large Albicore which made a fresh mess for all hands.

Have had the wind variable to-day having a fair wind with studding-sails set twice which lasted for about an hour each time. This P.M. I was taken with the Dysentery

18th We have had a smart rain through all the last night. Feeling quite sick myself ~~not~~ being able to stand my watch last night to-day I am permitted to remain below while all hands are kept on deck on account of losing a swab during the night the Capt charging some one of the crew with throwing it overboard. - The Capt coming on deck this morning and finding his Quarter-deck not swabed made some inquiries respecting it but no one knew any thing about it the last of its being used was found to be during the Day watch last night by a man belonging to the Starboard watch named Charles Collins and he was called and asked what he knew about it and he said that when he was done using it he hung it on the turning lathe which stood in the waist, but the 2^d mate accused him of throwing it overboard. he having been "down on" Collins for some time even threatening a few weeks since to get him into a scrape with the "old man" but the old man, thinking he had not sufficient proof to punish the man, said ^{to the passengers} "I can't find out who did it I must punish them all." "I never let such things pass without taking notice of them." "But if I could only find out the one that done it I would give him such a thrashing as he would remember till the day of his death." Consequently all hands were ^{not} turned to hauling up the chain cable and pounding the rust off of it for a "work up job" it is thought by the crew (all but the Portuguese) that the 2^d mate threw the swab overboard.

himself to get Collins into a scrape as he threat-
ened him at the same time not thinking to get
all hands into a scrape by it.

This afternoon we raised the land on our lee
bow the wind having hauled so that we head
our course which is ^{now} S.E. by E, running a little free.
19th This morning we were in full view of the
high land on the coast of Columbia and a-
bout 7 o'clock raised a sail to the windward
of us which from her smoke we soon made out to
be a steamer expecting she was bound to
Panama where our passengers wished to go we im-
mediately set our signals for her which she soon
perceiving bore down for us and took on board 6 of
them the other 2 preferring to go in here on this coast.
There is a regular line of steamers (this being one
of them called the Chile) running from ports in
Chile and intermediate ports to Panama and
are owned by a company in England being
employed by different governments to carry the
mail; the company bought a Coal-mine in Chile
and employed men to work it but it does not
furnish coal enough to keep the steamers in mo-
tion consequently they are obliged to send out
some from England. As I have not said anything
concerning the passengers I may as well give a
brief description of them. Of the party which the
steamer took there were two French gentlemen one
of which was an elderly man with his family con-
sisting of a wife and one child who were returning
to their native country after a long absence having

accumulated a large fortune by trading in
Marattan; another was a Mexican who had
held the rank of Lieut. Col. in the Mexican
Army but for some misdemeanor had been forced
to flee from his country; he possessed a knowledge
of the art of ventriloquism with which he used to
amuse the "Afterguards" occasionally; The other was
Lieut. Wierick of Col. Stephensons regiment of
N. York volunteers returning home on account of
ill health. Of the two who remained on board one was
a native of Old Spain who was by profession a Mu-
sic Teacher and was now on his way to Havana ha-
ving in his possession 500 doubloons he afforded con-
siderable amusement for us being so fat that he could
scarcely walk about decks and liking his "Snaps"
pretty well would occasionally get "Off the hooks".
The Capt of the brig was a Frenchman (as was the
other passengers) who had married in Valparaiso and
gaining a citizenship was entitled to sail a ves-
sel out of the country; but the most interesting
character among them all was the "old cook" an
African born in the city of Baltimore he was
about 58 years old and had seen nearly all
kinds of service having been at sea the greater
part of his life he had seen almost all parts
of the world and had been from home this side
of land 23 years and for the last 22 years had
been residing in Central America and had been
engaged in the revolutions in Guatemala having
married there and become a citizen; he amused us
by recounting his cruises while in Privateers

Having been taken prisoner twice and at last confined in Dartmoor ^{Prison in 1814, peace was declared} during the last war with Great Britain, and he has such a queer manner of expressing himself that it makes his "yarns" really diverting as well as instructive, and I find there is no person, let him occupy even so humble a station in life, but what can be derived some useful knowledge.

After the boats returned from setting the passengers and their traps on board of the steamer all hands were set at work pounding chain again but the old man repented and ordered the mate to send the watch below who were greatly astonished at it, as he said yesterday that he would give no more "watch below" till we got in port. At Meridian we were on the Equator. 20th To-day I feel somewhat better although unable to return to duty. We are now beating up against a moderate breeze from the Southward & Westward. This forenoon we raised a sail which was made out to be a Hermaphrodite brig or a topsail schooner. Large schools of Blackfish in sight. The watch engaged pounding the cable.

21st It being almost calm and the Blackfish being so numerous this forenoon, ^{that} the old man was induced to lower the boats for them and the Starboard and Waist Boats each succeeded in getting one which were towed alongside and hoal in, and the blubber stripped from the carcass which was thrown overboard after cutting off some of the tenderest part for a fresh mess.

22^d A moderate breeze from the S. S. W. Raised an island

ahead called Gladela ~~Plot~~ which being Englished means Silver Island. Plenty of Blackfish in sight but having a breeze we did not trouble them. But tried out the blubber from those taken yesterday both making about 2 barrels. I feeling considerably better today returned to my duty. At Meridian we were 48 miles south of the Equator which we have now crossed for the 3^d time during the voyage being 34 miles from home this day.

23^d Sunday. Had variable winds with rain through the last night, but this morning we have a light breeze from the Southward. About 6 o'clock P.M. we lowered a boat to try the current and found it setting to the Northward at the rate of a knot and a half an hour, thus having a strong current against us we make but little progress with these light winds.

24th Have a light breeze from the Southward & Westward. About 9 o'clock A.M. raised a sail right ahead and made her out a whaler boiling.

This afternoon we lowered for Blackfish and the Starboard, Larboard, and Bow Boats each succeeded in getting one which ^{went} towed to the ship and hove in and being stripped of their blubber the carcasses were thrown overboard as food for the hungry sharks which surround the ship.

At Meridian the Lat. was $1^{\circ} 18'$ South.

25th A light breeze from S. S. W. Lowered for Blackfish and the Larboard Boat got a large one which we took alongside and hove in and in the afternoon started the works, but did not finish boiling and at dark cooled down. Saw the same sail ^{yesterday in shore from us.} we saw.

26th Had a very light breeze during the fore part of the day from the Southward & Westward but a little stronger one in the afternoon by which we weathered the Point St Helena which makes out at the entrance of the Gulf of Guayaquil. —

This forenoon, ^{finished} boiling the 4 fast Blackfish making about 7 bbls of oil, also got the Starboard anchor off the Bow to have it in readiness in case it should be needed as there is a very heavy swell setting us right in shore. At Meridian we were within 50 miles of Tombu to which port the old man has concluded to go. Saw two small craft in shore standing in. —

27th About 10 o'clock this forenoon we took a fair wind and set the Studding-sails and this evening passed the island called Dead Man's Island, on which is a light-house. The watch variously employed, in the P.M. got the Starboard anchor off the Bow, &c. —

28th It having ^{died} away calm during the latter part of the night and the old man, not knowing exactly where he was and having thrown the lead and found soundings in 20 fathoms of water, this morning about 5 o'clock let go this anchor which only served to make work for us as there was no occasion for it, for in about an hour we could see where we were being about 8 miles from the anchorage where we saw 2 ships lying, consequently we took the anchor and made sail although we now had a light head wind which was not sufficiently to beat up with but fortunately about 10 o'clock it hauled around fair and about 2 o'clock P.M. we came to with our best-bower in 6 fathoms of water at the port of Tombu, at which

there is no proper harbour the anchorage being nothing more than an open roadstead. we found lying here 2 American whalers, the Franklin Capt Hazard of N Bedford, 18 mos. out 1200 bbls of oil 1000 of it sperm the remainder whale and Blackfish and the James Loper, Capt Whipper of Nantucket 17 mos. out with 450 bbls of sperm. The town of Tombu is situated about 9 miles up a fresh water river which bears the same name there being only a few houses at the mouth where the anchorage is. The mouth of the river has for a few years past undergone great changes it having in some of the heavy freshets which come down from the mountains broke through in new places and the old channel in a measure filled up, the change being so great that our 2^d and 4th mates were unable to find the entrance to the river although they ^{had} been here several times before.

29th This morning the 2^d mate with his boat's crew started with the Capt of the Brig for Puna at the mouth of Guayaquil River where we learnt that she had arrived in safety — And we landed the other 2 passengers and towed a raft of water casks up the river about 2 miles where we found the water sufficiently fresh for use, and filling them made them fast to remain till Monday having to take the advantage of the tide which runs very strong. it is very convenient filling casks having only to knock the bungs out and vent them when they fill themselves. The Capt went up to town this forenoon the 4th mate carrying him up the river after

miles when he landed and procured a house for the remainder of the distance. We find plenty of fruit here such as oranges, bannanas, limes &c. which are a great rarity for us.

30th Sunday. Today the Starboard watch were allowed liberty not to go to town but a run ashore on the point where there are 7 or 8 houses and "pulperies" or grog shops - but as there was not much pleasure to be had without their "Liberty money" (as the old man had gone to town and carried the key to his money draw with him; the mate could not supply them) some of them declined going and amused themselves the best they could on board the ship. The mate with a boat crew of which I was one spent the forenoon on board the James Lopez —

From our anchorage we have a distinct view of the loftiest range of mountains in America the noble Andes, whose summits seem to kiss the very skies and far below appear suspended numerous piles of white clouds through which they take a peep at the works of art and seem to say "Behold! in me the works of Nature's great Architect, no artificial means has been used to rear this grand mass of earth, there it has stood through ages and there it will stand, untill the earth is annihilated or transformed, as a sublime specimen of the handiwork of Nature how surpassingly lovely are these when compared with those of Art."

May 1st We got off the raft of water, and sent down the fore-top-gallant-mast and sent up the new one, set up the fore-topmast head-stays &c. The brig Josephine arrived this being the same that we fell in with on the 9th ult, and supplied with wood. This afternoon we were engaged in washing ships bulwarks and scrubbing decks. The old man, came down from town a boat having gone up the river to the plantations to meet him. He has bought 86 bbls of sweet potatoes and 4000 oranges for the ship. At sunset saw a steamer coming up from the Seward Coast and about 11 o'clock P.M. she passed on to the windward supposed her to be the Chili from Panama. Today our little French passenger took passage in a "Bunga" for Gurgaguit. The Bunga is a small rudely constructed vessel carrying a lug sail and are the principal craft owned and used by the inhabitants of the Coast, ~~what~~ English & American built vessels there are trading up and down the Coast being mostly owned by the Foreign residents. —

2^d We hauled the ship with the water cables &c. to Starboard so that we were enabled to scrape and black the bends on the Larboard side they being overgrown with grass and barnacles which somewhat retarded the ship's progress through the water. — Set up the fore-top-gallant Shrouds and head-stays — Brought off 20 bbls of sweet potatoes, (which are the only kind to be obtained there, as Irish "Potatoes" are not grown in this country) and a boat's crew

pulled the old man up the river as far as the Distillery which is 4 or 5 miles on his way to town, they carried 2 barrels in the boat which were to be filled with molasses at the Distillery for the ships use. The James Loper sailed for the Off Shore Ground, on a cruise, also the big Gasphine went to sea.

3^d Heeled the ship to Starboard by removing the casks of water, cables, and every thing of much weight to that side of the deck but she having a small list to Starboard it was found that more power was needed to heel her ^{sufficiently} this way than the other, consequently we were obliged to rig a tackle on the main-yard at the end of the Starboard yard-arm, by which was hoisted, a large pipe filled with water, clear of the water's edge, which was a purchase sufficiently powerful with the help of what had already been applied to heave her bends on the Starboard side entirely clear of the water so that they were scraped and blacked with ease. - Her bottom is very foul the copper in many places being entirely gone and the spots overgrown with grass, shellfish, &c. and in others where it is worn off, by the action of the sea, the rough edges are turned over, forming ridges all over the bottom, all together causing her to make dull progress through the water. Dried the potatoes which got wet last night coming off from shore, and stowed them below in the fore-castle the carpenter having built a large crib by knocking down the two aftermost ship bitts

on the Starboard side which has jammed us into a still smaller compass and it is a well known fact that Jack never has any room to let in his house and is even grudging the narrow dog hole in which he sleeps because the greedy eyes of the master see how nicely a cask of oil would stow in its place, or what amounts to the same thing (as a place between decks might be reserved for such purposes a crib of potatoes, with all the danger of an infectious disease which might arise from their decay to say nothing of the nauseous smell with which we are ^{to be} constantly annoyed. — Sent up the fore-top gallant yard, in the P.M. the mate and Mr Spooner went ashore for a few hours run and myself being one of the crew, we amused ourselves by walking around among the few houses on the point with a plenty of oranges &c. with which we indulged our appetites by eating no small quantity, and the mate having looked around to his satisfaction about sunset we returned to the ship after having called aboard of the Henry Clay which had arrived while we had been ashore she is a beautiful ship belonging to Nantucket and commanded by Capt Skinner and is now on her 3^d voyage being only 5 weeks from home, having taken one hump back on the passage, had seen no sperm whales for which she is fitted, we were gratified to receive news from home by her in the shape of Newspapers &c. with which they readily supplied us and to learn that oil commanded a high price in the market.

Finding that we were so long from home and consequently stood in need of some little necessities the crew with a liberality common to sailors freely supplied us with such articles as we were most in need of such as needles, thread, tobacco, &c. and we were indeed "hard up" especially for Tobacco, and how can a sailor do without tobacco? He would ~~never~~ do without his knife or marline spike and some of our fellows were even so destitute as to be obliged to smoke oakum as a substitute for the weed, so addicted had they become to the habit they were obliged to do this to satisfy their cravings for it. The newspapers were a rich treat no one knows the delights attendant on newspaper reading untill he is placed in a situation to receive an occasional one from his "Far distant home" with what eagerness does he scan each paragraph devouring every line even to the advertisements which are read and reread so often that every item can be repeated, and how anxiously yet tremblingly does he turn his eyes to the corner devoted to the record of deaths fearing that the next moment may reveal the sad intelligence of the departure of some loved one.

The old man came down from town. This evening we saw two sails standing in.

4th During the night the Peruvian brig of war. Ornel Gammaro arrived and came to about half a mile up the coast from us.

This morning a Buza came down from Don.

Cemont's plantation with a load of potatoes for us which we took on board and about 11 o'clock A.M. a boat's crew and the 4th mate started to go up the river to the plantation carrying Don and the old man, he being the gentleman of whom he has purchased his recruits and is reported to be very wealthy owning 9 plantations beside the distillery. He has a son about 16 years of age who was with his father to-day, he having been several cruises in whalers talks very good English and has always accompanied our old man to town as interpreter as he cannot speak Spanish at all. On our way up the river we overhauled a boat from the Real Camarera which was taking up some of their officers and other Spanish gentlemen, as we could pull much faster with our whale boat than they with their heavy barge, the old man with his usual politeness to people out of the ship offered to take ^{some of} them into his boat and 4 or 5 of them gladly accepted the offer. One of the gentlemen had a fowling piece with which he shot two young alligators one of which we succeeded in getting the other falling into the river sank. The one we got was quite a young one I should think about 2^{or 3} ft long, but had two long rows of sharp teeth which I should feel very loth to have brought to bear on my flesh. He fired at one huge monster nearly as large as our boat which lay on the bank of the river sunning himself the ball did not hit him but he was so essentially frightened that he took himself off in to the bushes and mud in a hurry not even stop

going to say "Thank ye try it again" we pulled
on and soon came to an old Spanish gentleman's
residence where our passengers wished to stop
consequently we all landed and tarried awhile and
here I found myself for the first time in my life
standing under the rich orange tree which was bend-
ing to the very ground with its load of beautiful
fruit and which was as profusely scattered under-
neath it some being in a state of decay - as we op-
ples at home, of course we were permitted to help
ourselves and I haven't the least doubt that we
prevented not a few from rotting, here was also
seen the coconut growing at the height of 60
or 70 feet from the ground, and plantains and
bananas in abundance, having satisfied our appetites
with oranges coconuts &c. and the old man being
ready to go we started for Don Camontar which
we shortly arrived when the old man took a horse
and started immediately for town, while we loaded our
boat with 4000 oranges which he had bought and were
laying in a heap all ready to take away - after which
we walked about and viewed the garden and distillery
and then started on our return to the ship where we
arrived about sundown meeting on our way down the
river 2 boats with a raft of ^{water} casks which they were
towing up the river to fill, I felt much pleased
with the trip up the river for after being so long
confined to planks and tared ropes it really
seemed delightful to jump on shore and ramble
among the green trees, and through the cane brakes,
listening to the merry notes of the "Sweet songster"

of the grove, then the passage is pleasant up and down
the river the banks of which present nothing but
green foliage, what a relief to the eye, after being ac-
customed to look upon nothing but sky and water,—
On our arrival at the ship we found that the 2^d mate
had returned from Guayaquil where he had been
forced to go on his arrival at Puna, it seems that
the brig had arrived several days before, and
the mate who had charge of her not being able to
give any account of the Capt and passengers, only
that they had been left at sea on board of an Amer-
ican Whaler, the name of which he could not tell, he
was seized by the government under suspicion
that there had been some foul play on board.
Consequently the mate and crew had been put under
arrest and a guard stationed on board the brig,
who were just getting her under weigh to take up
to the City, when Mr Price pulled alongside with
her Capt, but he did not meet with a very plea-
sant reception each man in the boat having a mus-
ket pointed at him and were told not to utter a
word at their peril until they had underwent
a search which was done by two officers getting into
the boat who searched them thoroughly but finding
nothing about them but their jackknives (which were taken
from them but afterwards returned) they were permitted to
leave the boat when they were asked in broken English
where they were from when the 2^d mate informed them he
was officer of the boat and could talk Spanish, so he gave
them a full account of our falling in with the brig in
a leaky condition and taking off her Capt and passengers

at this they appeared somewhat satisfied, but the Capt.
was not permitted to take charge of her till she had
been worked up to the city where the authorities being
fully satisfied that they ~~were~~ not pirates as they
first supposed she was restored to her ^{lawful} owner and com-
mander although they blamed him for leaving his vessel
in that way saying it was an unheard of thing in the
master of a vessel leaving her at sea, and taking passage
on board of another, but Mr Pierce found that his
trouble was not an end for the American Consul
who it appears is a perfect scoundrel and wholly
incompetent to fulfill the duties of his office —
who of course had had something to say in the mat-
ter, was just mean enough to aviciously exact \$1.00
from each of them for a pass which he allowed was nec-
essary for them to have in going from one port to an-
other, as it was a law of the nation it must be fulfilled
O.C. and he severely censured the old man for send-
ing his boat off from a port in one country to that of
another without a pass, ^{which was all very well} but that he an agent sent
out by the American government to protect her
citizens and having a stated salary for the same,
should in this desquing manner attempt to wring
from their hard earnings this paltry sum, was more
than some of the crews could bear and two of them who
were Americans — the others and the 2^d mate with one
exception being Portuguese — refused to comply with
this unreasonable demand, but the Portuguese who are
unacquainted with our laws and constitutions each
handed over a dollar to Mr Pierce who added one for
himself and ^{gave} to the Consul who was exceedingly well

at our two Yankess-who still refused to comply with his demand-calling them every-thing but gentlemen, one of them a fellow named Butcher who belonged to Philadelphia and was a man pretty well informed in such matters, attempted to argue the point with him but he denied that he received a salary from government, and even denied the passage of such an act by Congress, when Butcher named the session during which the bill was passed by both Houses and the date at which it took effect, but all to no purpose he raved worse than before and still insisted that he was intitled to receive pay for granting a pass to an American citizen, The French Capt-who by the way was a gentleman seeing how matters stood, (as the Consul threatened to detain ^{them} in the Calaboose if they didn't fork over) paid the amount for their several passages and the Consul being satisfied they were suffered to leave the city without any farther trouble, the French Capt having made them a compensation for bringing him up from Tomber, he however was as he had reason to be very much incensed at the conduct of the American Consul who the Americans residents represented to be a perfect sot wholly incapable to discharge his duties often being without the "needful" to get this lot of grog which was one cause of his stooping so low as to rob a sailor, and the boats crew said that his countenance indicated as much being very red and much bloated. This evening we saw a bark standing in and on the morning ^{of the} we found that during the night the bark Russell Capt Moss of N Bedford with 2400 bbls of sperm oil

Had arrived, she was 32 mos from home and had sent home several hundred lbs and now wanted 400 to sell was to take a cruise on the "Off Shore Ground" and then home, was now from the Galapagos Islands and had a deck load of terrapin which are found there in great numbers some of which are of enormous size one in particular which no ship company had been able to remove from the island and it is reported that an American man-of-war visited the island (Albemarle) and rigged a purchase ashore to weigh him and that he weighed 1800 lbs at last a schooner came from Calao prepared for the object and succeeded in taking him away carrying him to that place where he was exhibited to the public, he must have been quite old as he was said to bear the name of Capt Cooks vessel besides hundreds of others which was cut in his shell, but probably some one cut the celebrated navigators name on him for a joke. This morning we went up the river after the raft of water and coming over the bar at the mouth of the river the current being so strong it swept us into the breakers where we were obliged to anchor it till the next tide as there was not sufficient water to float it. Our boat (the Larboard) received liberty today on the point, ^(the mate being allowed to go to town) where we amused ourselves the best way we could some took pleasure in getting about three sheets in the wind the means for which were very plentiful and cheap, about sunset liberty being over we came off - none being so bad off but what they could pull an oar - bringing the old man who had come down from town and two other shippers. This afternoon the Win. Wirt, Capt Caggett, of Fairhaven arrived from Payta, where

Capt Daggett had had some difficulty with his crew who had refused to sail under him as he had succeeded to that office (being chief mate) by the death of the Capt who was killed by a whale a foremast hand being badly hurt at the same time it seems the accident was occasioned by being fast to an ugly whale after dark, the last that was seen of the Capt he was swimming away from the whale and was heard to exclaim "Oh! Dear I'm gone" as the whale was close upon him with his jaw widely extended previous to this he had "eaten up" two boats carrying the man who belonged to the Capt's boat, it seems she is doomed to a hard fate having been 21 mos from home with only 300 bbls of oil, with the loss of Capt and a 4th mate - whom they had shipped previous to her last cruise at this port but buried when only 9 days out his death being occasioned by hard drinking while ashore - and a boatsteerer who was lost overboard in the Gulf Stream on the passage out, it appears that the Capt's death was in just judgement to him as he was like most whaling Capts a tyrant, and had been instrumental in the loss of the boatsteerer, it seems they were beating up against a strong breeze and the gib-guy not being set up but having a tackle on the weather one, which he ordered to be shifted over and "bowed taut" every time the ship went in stays, and it had been done several times when this man lost his hold and fell overboard in the act and was drowned, before the ship could be brought to

and a boat reach him. the mate had hinted to the Capt that he had better put another tackle on the Lee guy to prevent the dangerous task of shifting it every time they went about but he would not allow this to be done and sacrificed ^{by the way} a ~~man's~~ ^{man's} life which is ^{held in} of little estimation by these worthies. This P.M. also arrived back Roscius Capt Winslow being 20 days out with 1200 bbls. of sperm oil.

6th This morning we towed the raft of water alongside and hoisted it in, the Starboard whistle having yesterday afternoon tide got it off and anchored it in deep water, also wet the hold which had been neglected for several days, and this P.M. a boats crew pulled the old man up to Don Camontar on his way to town while the remainder of us took on board a lot of meat, bread, &c, which he had bought on board the Henry Clay. The Peruvian brig of war Ornel Cammaro went to sea this afternoon.

7th Sunday. A boats crew went up the river for the old man while two boat loads of plantains, limes, &c, which he had bought were brought off from shore.

8th This morning about 8 o'clock we got under weigh with a light breeze from the S. and E. and stood out Bound home although it is reported about the ship that we are to touch at Callao. Clark was paid off and set ashore this morning he had previously agreed with the master of ship Franklin to go two cruises with him, the treatment this man received is an instance of the manifestation of the old man's avaricious and rascally disposition. He joined us in San Francisco having been in

succed to do so by his telling him that he was go-
ing almost direct home and for what oil was taken
he should have as good a lay as was given to any
man forward ^{and} being desirous of a passage to the
U. S. and it being altogether uncertain about any other
ships leaving for home for some time, and inferring
from what he said that he was only going to cruise
along on the passage and take whales if he saw them
under these ^{circumstances} he came aboard, and after hunting
around the Coast of California for 5 or 6 mos. en-
gaged in the most tedious and dangerous kind
of whaling that has ever been known, we at last
arrived in Tomber, having taken in all about 370
bbls of oil 63 of which was sperm, and ^{he} had been
on board 7 mos expecting to have been at home cer-
tainly by this time, and seeing the old man was in
no particular hurry about going home even now, and
as it would not be very agreeable to go around Cape
Horn in the dead of winter and get home in the Fall
perniless, he determined to leave us having as he
expressed it seen enough of this floating hell,
accordingly he applied to the old man for a set-
tlement who paid him off with 23 dollars for
7 mos hard labor, allowing him only 50 cts per gal.
for sperm oil and 22 for whale, and for a bounty of
10 dollars for raising a sperm whale, which we got up
the Gulph of California - he paid him with & having dis-
counted 20 cts, on a dollar, but still he is considered
a very great gentleman in N. Bedford and elsewhere
where he liberally bestows his dollars on the ser-
vants at the public house, having frequently been known

to give the servants at the Parker House in N.B. a dollar at a time, who of course were very attentive to the wishes of the free hearted and gentlemanly Capt. Simmons.

About noon being about 8 or 10 miles from the anchorage, a boat was seen pulling and sailing for us having a signal set at their mast-head, so we hoove our main-yard aback and waited till she came up, it proved to be the mate of the Franklin with a man who Capt. Hazard had concluded to send home he being out of health, his name is Frederick Sylvester being a son of David Sylvester the Collector for the Port of N Bedford.

9th Saw a number of schools of black-fish for which we lowered 3 times but they being very wild did not succeed in taking any.

10th Saw several schools of blk-fish out of which out of which the Bow Boat got 4 and the Starboard and Larboard boats each one.

11th Beating up the Coast against the S.E. trades Cape Blanco being in sight the western extremity of S. America, just before sundown we raised a school blk-fish and the Larboard boat succeeded in taking one out of it.

12th Blackfish in sight again today we took 3 of them.

13th Raised a school of blk-fish after 4 o'clock and lowered and took 3 and having the first watch on deck ^{twilight} we were employed all the watch in stripping them and getting the carcasses on board.

14th Sunday. Engaged blackfishing all day there

being great numbers in sight we succeeded in taking 6. It is now plainly to be seen that it is the 'old man's' intention to strain every nerve (the nerves of his men I mean) to fill the ship so that he can claim this 1000 dollars bounty - even if it is to be done in this slow way by black-fishing, all hands appear dissatisfied even the officers if they would but dare speak their minds but they are so servile that they are afraid to displease the Capt. - we expected on leaving Tomber that he was going to make the best of his way home after touching at Callos, but I have learnt to place no reliance on what he says for he has been going home for the last 8 mos, and here we ^{now} are with the trade winds against us, and laying with yards aback half the time during the day, drifting as much almost to the leeward as we gain beating up during the night, and hunting with blk-fish that do not yield in oil enough to pay any man in the ship, not even himself who has 1 barrel out every 10 taken. We felt somewhat encouraged by getting clear of the coast of California, but our spirits again begin to droop and every day the question is asked "when will this tedious voyage be at an end," but for myself I live and hope on thinking of the poor slave, even in our boasted land of liberty, who has nothing to look forward to but death to relieve him from his involuntary servitude.

5th We lowered 6 times to-day for blk-fish and succeeded in getting 9, the ocean appeared alive with

them as far as the eye could reach and we killed several more that we did not save, by iron breaking and drawing, we were fast to a very large, with the waist boat which towed us around and seemed as obstinate about turning up, as a forty barrel whale, running us several miles to windward and when he did turn up, ~~shank~~ so heavy that in hauling him top, a water the iron drew and we lost him, we however have got two with the waist boat today, but it is a slow way to get oil as they do not average over a barrel each, In getting up the side of the ship from the boat today a Portuguese whom we call John fell between the side of the ship and boat, bruising him considerably, but recovering himself he again attempted to get up, but fainted from the effect of the first fall and fell overboard, but was soon rescued or he would have drowned, while the boats were off Pack had another fit which are of so common occurrence lately that he is not allowed to go aloft, as he came near and had it not been for one of his shipmates who caught him, would have jumped overboard from the hurricane deck, while in one of them when we lay in Timber.

16th and 17th saw nothing, still beating up against the S.E. trade making long tacks off shore. —
18th Saw nothing. Blowing a strong breeze and squally. Heading South on the off shore tack. —

19th This P.M. all hands on deck engaged stowing down the oil in the main hold it wanting a few casks to 'chack it off,

20th It being Saturday this afternoon we wet hold the hold as usual, making very slow progress to the windward.

21st Sunday. Saw two humpbacks going quick consequently I did ^{not} lower for them. It is seldom that whalmen attempt to take them off soundings as they almost invariably sink, but it is often made business of in bays, where they are sometimes found in great numbers, - by anchoring them with a buoy attached so that when they rise to the surface of the water, which is generally in 3 or 4 days, - they are easily found and secured. Lat at Meridian was $8^{\circ} 52'$.

22nd About 11 o'clock raised a school of blk-fish but they were very wild, however the Starboard Boat got one, and at 2 1/2 o'clock P.M. raised 4 different schools and lowered 3 boats for them and the Starboard and Bow boats each took a fish. The Waist Boat which leaked badly it taking 3 of us to bail every time we dove up which was often, and having the boy Fred, in the place of one of the crew who was sick, did not pull fast enough to get on to them, although we did pull on to one, but the 3rd mate (Mr Hudson) who is not considered very skillful when he does dart, let him go down under the head of the boat as he often does without darning his iron. On returning or while pulling for the ship something was said by him and Mr Spooner about our not pulling sharp, and I remarked that it was no use to pull on to them if he didn't dart when he had a chance, although I had pulled as hard as usual and saw no difference in the working of my

of the crew, but our boat was half full of water and a boy at an oar which was usually worked by a man consequently ~~that~~ ^{we} go as fast as usual, and being disappointed in not doing as well as the other boats they came aboard and told the Capt that we wouldn't pull for blackfish and didn't try to get them, and after supper the Capt called all hands aft, and after a short speech (which ran something like this: I understand that some of you don't want to get blackfish and won't pull for them; do you suppose I'm going to keep the ship out here at an expense of 5 or 600 dollars a month to get oil, and have you sons of b.—s not try to get it? No I'll flog every one of you you scoundrels, &c.) flogged a man by the name of Charles Collins giving him 14 lashes, and myself, giving me 12, with a piece of 27 yarded hemp rope, which had been used as a head rope for a mizen royal, that had been cut up in the morning to mend a top-gallant-sail with, — after which we were sent forward, our backs being much cut and badly bruised by the hard tarred rope, and felt very sore.

23^d Started the works and tried out the oil from the blubber of the three black-fish they making about 3½ barrels. This afternoon the Capt and mate had some hard words which came near terminating in blows. It seems the old man, accused the mate with keeping false accounts, and not doing his duty as a whalsman, which vexed the mate so much that he called him

a liar, and after this they had a regular set to, calling each other every thing but gentlemen. There was "a bone for us to pick" and I've no doubt but what all hands would have been highly gratified to have had them come to blows. —

24th About 9 o'clock this morning we raised humpbacks and they being to the leeward lowered for them and the Bow boat succeeded in fastening to a good sized one which took out the whole of their line, but the Starboard Boat being at hand had bent on their line before it all ran out, they commenced hauling up to him in the Starboard boat but soon the Bow boats line parted and away he went to the windward like a locomotive, at every spout, ringing his spoutings like an engineers whistle, we chased him awhile thinking he might bring to, but the iron irritated him too much, and seeing the signal at the mirror peak for us to give up the chase returned to the ship. About 11 1/2 o'clock lowered for black-fish and the Starboard boat got 2, and the Bow boat 1, the waist boat fastened to 2, saved the last one the iron breaking from the first, saw humpbacks in the afternoon but did not lower.

25th The Starboard watch having the watch on deck this morning, when they were called at 3 o'clock one of the men named Thomas Alden had some difficulty with the officer (The 2^d mate Mr Pierce) who informed the Capt of him, who turned out came on deck and ordered him to take his jacket off, but Tom refused, and after ropewinding him awhile and not

succeeding in making him take it off, ordered him
seized up in the mirren rigging and had his jacket
triced up over his head so as to expose his back when
he gave him 12 lashes, before flogging him Tom told
him he wanted witnesses if he was going to flog him
and the Capt told him he should have it and called
the watch aft. but did not call up our watch who were
below, but I hearing what was going on turned out ~~and~~
dressed myself and went on deck and witnessed the
punishment, after he had done flogging him he talk-
ed to him awhile before cutting him down, something in this
strain. "There's no trouble at all cooling fellows like you."
"You are rather an argumentative sort of a chap and
quite a sea lawyer for the fore-castle I suppose, and
a great deal more that had I time I have no desire to
write, and turning to the watch said to them "If
there is any more of you ^{that} want it just give me
half a wreath and you shall have it, &c., —
To-day we stood in within 5 or 6 miles of the land
and saw several small islands. Engaged trying
out the blubber from the 4 blackfish taken yes-
terday, they making about 6 bbls of oil. —
26th Engaged fitting a new main-top-sail, and making
scrub-brooms. Blowing a fresh breeze with occasional
squalls of rain.
27th Had a strong breeze during the last night so that
we were obliged to take in top-gallant-sails, wet
the hold as usual on Saturdays.
28th Sunday. I have felt quite unwell for sever-
al days, from the effects of a severe cold accom-
panied by a hard cough, which rendered me almost

unfit for duty, and should have asked permission to remain below till I got better had there not been several of the crew off duty with the same complaint. All hands appear to have taken severe colds arising from the cold raw breeze which comes from the snow covered Andes, which are in sight almost daily.

This P.M. exchanged signals with a Peruvian Brig.
29th Engaged making scrub-teeth for brooms and in other duties about decks.

30th This morning we spoke the ^{ship} Brewster Capt of N. York 45 days from San Salvador bound home with a cargo of hides and Logwood, the old man went on board of her and got some newspapers for which he carried in exchange some sweet potatoes. Today finished the fitting of the new main-top-sail &c. At Meridian we were in Lat 10° 50' South.

31st About 10 o'clock A.M. a hump-back came up on our lee quarter, near the ship, the lookout at the mast-head not having perceived him before. Lowered the Starboard boat for him but he was gallied, having seen the ship and turned flukes before she could get up to him. After 4^{o'clock} P.M. in the "dog watch" we bent the new main-top-sail and a new Jib. — At Meridian now in Lat 11° 8' South, —

June 1st The watch engaged making 'semit' sails hump-backs going quick to the windward, also saw black-fish but did not lower for them for what reason I know not. We are making exceedingly slow progress to the windward, at Meridian having gained only 3 miles for the last 24 hours, the Lat. 11° 12' today, —

2^d The watch engaged making 'semit' &c. After 4 o'clock P.M.

raised black-jack and lowered 3 boats, and the
Starboard Boat took one, when night came on and we
gave up chasing. Lat $11^{\circ}23'$ South.

3rd The watch employed making Sennit, &c. Saw two sails
to the leeward beating up which were made out to be brigs ^{Lat $11^{\circ}29'$}

4th Sunday, was spent as usual by washing, shaving,
and changing our dress, Reading, &c. during the
night one of the brigs had worked to the wind-
ward of us beating us shamefully. Lat. $11^{\circ}49'$ S.

5th The watch employed making Sennit, &c. At Mer-
idian we had made the Latitude of Callao
which lies in $12^{\circ}2'$ S. and were 5 miles to
to the Southward and 50 miles off shore.

6th The watch variously employed about the ship
preparing her for entering port. and in the day
watch we hauled up the chain cables and shack-
led them to the anchors and got every thing ready
for letting go, as we were now near the entrance
to Callao Bay and could plainly discover the
masts of the shipping lying at the anchorage
near the town. and saw several small craft which
had come out and were standing down the coast.
At night the town displayed a brilliant light
and at 9 o'clock we heard a gun from the Castle
which I was told by some of our crew who had visited
the place before was a signal for all night walk-
ers to retire and for all boats belonging to
ships in the harbour to leave the shore.

7th This morning we were in full view of the town
of Callao having during the night beat up
abreast of the island of St Lorenzo which forms

a part of the harbour or rather Roads of Callao for it is not much more than ^{an} open roadstead this island breaking the sea on the South. There is a singular circumstance connected with the history of the formation of this island whereby it took its name. During the tremendous earthquake some hundred years ago which destroyed the old town of Callao with its inhabitants; and while the terrible convulsion was going on which filled them with consternation and dismay, they not knowing which way to turn for relief, one man ^{took to} ~~on~~ his canoe and ~~put~~ out from the shore, and while paddling off the land rose up and the waters retreating left him high and dry on ~~the~~ island which ever after bore his name, he being the only one saved out of the whole population. We made several tacks during which time we were employed sending up staysail-masts and putting the ship in as near trim as circumstances would allow for coming to in a port where we expected to find plenty of merchantmen - and about 9 o'clock we let go our mud-hook in Callao Roads in about 5 fathoms of water and found from 40 to 50 vessels of all sizes and description and bearing the flag of almost every nation - lying there, of the French there are 2 men-of-war, one sloop, and a brig, of English 1 Steamer ship of war mounting 10 guns, and a store ship besides 2 steamers running on the coast which are now here - and the majority of large merchantmen are English several of them being loaded with Guano bound

home, we also found the little ship Brewster which we spoke outside had beat us one day having arrived yesterday.

8th Engaged washing the ship outside, and sent down the fore-top-gallant-yard and mast preparatory to striking the fore-topmast, which was ascertained to be sprung, which it was thought would render it unfit for service in doubling Cape Horn.

9th This morning we hoveed the fore-topmast and after a thorough examination it was pronounced safe to trust around the Horn, and after breakfast the Larboard watch commenced sending it up again and set up the stays and shrouds attached, while the Starboard watch went ashore on Liberty. This morning the British Steamer Peru arrived from Panama bringing passengers 25 days from N. York, the news of the French revolutions and the dethronement and flight of Louis Phillippe, created considerable sensation here and the French Schooner and Brig-of-war lie here awaiting orders not knowing what to do. About 9 o'clock this evening our Liberty men came off and some of them having been out to visit the city of Lima which is only 7 miles from town expressed themselves much pleased with the Capital, and I resolved to pay it a visit also, on the morrow if the Larboard watch had liberty as we expected, consequently on the morning

the 10th several of my shipmates and myself took passage in the omnibus for Lima, the proprietor having very politely fitted out an extra team for ourselves and

several other gentlemen who wished to start at ten o'clock, an hour earlier than the regular time, and having took our seats, the driver 'made sail' by cracking his whip and singing out to the leaders, and away we rolled around the corner of the paved street and struck at once on a level sandy road. here we 'came to', with everything 'aback', our horses having showed signs of mutiny refused to perform their duty and we were obliged to discharge part of our cargo and reload, after cutting and shearing about and gaining a portion of the road which was a little faster of sand, the team was decidedly an inferior one and spoke little in praise of the owner, although we had no cause to complain as it was 'got up' for our special accommodation. Once it was deemed necessary for the traveller on the road from Callao to Lima to go armed in order to defend himself from the Salteadores a gang of robbers that infested the road and which sometimes deprived the passenger not only of his money but his clothes. Having once more got fairly started on our journey we met with no other interruption and passed the time quite pleasantly with our fellow passengers, two of which were gentlemen direct from N. York, and they were not merely gentlemen in the common acceptance of the term, who regard a man according to the quality of the clothe he wears, but were true gentlemen and laughed and chatted with us as familiarly as if we had ranked among the wealthier and more favoured class - until we wheeled up to the half-way house where the driver 'wet his throat', and having rested our jaded team proceed

ed on the way, and another three quarters of an hour's ride brought us to the entrance of the city, the road being lined without the walls, on either side, with willows, presenting a welcome and beautiful relief to the eye in contrast to the parched and dusty road, over which we had passed from Callao. From this avenue, called the Alameda de la Portada we passed beneath a heavy arched gateway into the storied city of Pizarro, "the city of kings," with its "thousand towers and hundred gates." And we were in Lima "the city of the free," the field of Pizarro's dream and proud success, and the spot of his assassination and burial. Story, as delineated on the historical page, has thrown much that is romantic, tragic, and poetic about this older city of the new world, its superstitions and manners have continued to perpetuate the mystic interest of other days, while the grandeur of its silver and golden age has passed away, and the powers of a once unquestioned priesthood waned, in the process of revolutions and the introduction of the privilege of freer thought. Having rode through nearly the whole length of the city, we were set down at the coach office, where we met an English sailor who showed us to an excellent boarding house, kept by one of his own countrymen. As it was but now 12 o'clock and dinner was not to be served till half past 2, we at once concluded to take a stroll through the city, ~~to~~ visit the objects of interest, and observe the manners and customs of the people. Consequently we set out, in company with our English sailor, who, as we were entire strangers in the place, very politely offered to

serve us as guide. What first attracts the attention of the stranger in Callao, or Lima, is the mode of carrying burdens both by man and beast, there being but few horses - the most of which have been imported from Chile and are kept for pleasure - the labor principally devolves on the mules with which Peruvians, they are seen at all hours of the day, moving through the streets in a regular line loaded with every variety of luggage, and that which is not portable is made so, even wood is lashed on their backs and thus removed from place to place. Men and women are also traversing the streets, with oblong shallow boxes or shelves, filled with cakes, fruit, &c. which they cover and anon cry for sale; these are so nicely ^{on the top of the head} balanced, and usage having ^{so} accustomed the bearer to carrying burdens in this manner, that the hands are ^{seldom} called in requisition unless for the purpose of lifting them to the ground. After wandering through several streets we reached the Plaza de la Independencia, or principal public square of Lima. On the north side is the palace of Pizarro and the residence of the President; on the east, the spacious cathedral; on the south and west, two portales, or covered walks, their arches and colonnades supporting irregular balconies, where are several public offices, the house of the municipality, the prison, and some private residences; while the centre of the plaza contains a brazen fountain, forty feet high, crowned with the goddess of fame, with the trumpet in her hand, and the tube to her lips for the blast. The streams of water are pouring from many mouths of masked faces, falling from two

capacious and elevated basins into the general reservoir, seventy-two feet in circumference, whose upper rim is ornamented with lions and lizards. The whole is a cast of bell-metal; and, from an inscription upon the pedestal, was placed in its present position in the year 1650, or 178 years ago. After having examined the fountain to our satisfaction, we crossed the plaza, and stood before the doors of the grand cathedral; and the doors of a lesser building, on the right wing, and constituting a part of the same pile, were thrown open by the Porteiro, or Sexton, and we were permitted to enter. And there we stood in this Holy Church, the sides of which were lined with numerous alters, and images of saints, &c. the whole finish of the building was of exquisite workmanship, after the manner of the olden times, its sides and arched roof being ornamented with rich gilded, and carved work, presented a very gaudy appearance. When about to retire from the building, a charity box was presented as, and dropping in our mite we left the house; and again proceeding across the plaza, after traveling a short distance reached the beautiful bridge, spanning the river Rimac, which however had lost some of its interest, on account of the water in the river being low at this season, which in the rainy season roar in their rapid course beneath the arches of this fine structure. — although it is a spot with which is connected a good deal of interesting romance and we could almost fancy the scene before us, when Rollo, with the rescued child of Alouzo and his once

affianced Cora, rushed across the wooden bridge, with
Pizarro's emissaries in full pursuit. And there were
the rocks by which the retreating ^{hero} passed and e-
vaded his pursuers, though a shot had pierced his
noble heart. The dinner hour having almost arrived, we
retraced our steps towards the residence of our hosts,
where, having done justice to a plain but good meal,
we regaled ourselves with some of his beautiful
cigars, and having rested from our walk, again
started for the Plaza, the centre of interest, what-
ever may be going on by day or by night inter-
ded to attract public attention. Here, at the public
promenades we had an opportunity of seeing what
more than aught else attracts the stranger's eye,
the saya y manto was abroad, a dress in which the
Limaian ladies frequent the churches and prom-
enade the streets. It is a dress peculiar to the
city of Lima, being worn, it is said, in no other
part of the world. The present fashion in the cut
of the saya differs from the older one, giving greater
freedom to the step of the wearer, and not materially
differing in appearance to many quilted silk win-
ter-dresses worn as an overgarment by our own country
women. The older saya, however, sat tighter to the
person, developing more strikingly the contour of the figure.
Some of these are still worn. But it is the manto
which effectually serves as the mask, and entirely dis-
guises the wearer if she chooses, though the least imagin-
able slip of the finger will most accidentally discover
the features of the face to a friend. The saya is no more
nor less than a quilted silk ^{of any color} skirt, which ties about the waist,

The manto is simply a plain piece of black silk, hemmed at either end. A cord passing through the hem of one end of it, and around the waist, confines it in a gather at the back, over which the lady is sufficiently elevated to conceal the cord. The loose end of the black silk veil, or manto, is then thrown up the back, over the head, and the two corners so gathered by the hand over the face as to conceal all the features but one eye, which contemplates at discretion the objects that may secure its interest, as the lady-mourner passes on to the cathedral, or shops, or promenades, on her errand of business, pleasure, or devotion. Noticing that the great door of the main body of the cathedral was open, we again crossed the plaza and entered this spacious edifice. The sombre of mellow light threw its solemn effect over the more than twenty alters that lined the sides of the immense building, rendered still more shaded by the heavy bars of the doors that shut in these alters, forming for each a side chapel with a space of many feet square. And in this solemn house, three hundred and twenty feet deep and a hundred and eighty-six feet in width, there stood, in their shaded recesses and sacred niches, upon ^{their} alters, a thousand and images of saints of every age, the apostles, cherubs, angels, the Saviour, the holy family and canonised Santos—some arrayed in gaudy tinsel, some in sorrow and sackcloth—some exhibiting the Saviour crowned with thorns and pierced by a spear; but here they were, at this moment, in their silence and shade and solemnity. The lightest step upon the tiled pavement could

be heard throughout the mass of pile, and a whisper would find its way in distinctness to the furthest corner of the walls and the highest curve of the ceiling. Along the middle nave of the building, is erected several feet above the side aisles, a spacious platform or terrace, where, several priests and others were engaged in performing mass. Beneath this platform is the vault said to contain, with others of the great in church and state of older times, the remains of Pizarro, the great conqueror of Peru. I felt a strong desire to look upon the relics of the great founder of the empire, who laid the corner stone of this noble building, the fit mausoleum of its founder; but the hour for the departure of the coach for Callao had nearly arrived, and we had no time to go through with a course of proceedings necessary to gain the admittance of a stranger, into this sacred tomb. Upon first entering the building, we were received with marked attention by the *Sao Christos*, a company of lads, who have charge of lighting the churches, &c., and at the same time are preparing to be priests; but we soon discovered their object in being so remarkably attentive, for having shown us about for a short space, and given us the names of a few of the saints that the images were intended to represent, commenced asking for *platta* &c., but having contributed in the morning in the adjoining church as much as our limited means would allow, all their efforts to make us *entender Español* were unavailing, and they finally left us to proceed on our examination by ourselves, which having done to our satisfaction we quietly left the building. The private resi-

10th The Baglick Steamer Equador arrived in 5 1/2 days from Southampton Bay. She is destined to run in the government line of steamers on this coast.

^{of Lima}
dences, attract considerable attention, from their portals and entrances, being tastefully ornamented with landscape paintings, &c. which present a very gaudy appearance when viewed from the street. Like all cities of this coast the houses are all built only one story high, on account of the terrible earthquakes to which this country is subjected. The shops, also are very neat, and pretty, although they will not compare with those of our large cities at home. 5 o'clock, the starting hour for the coach, having arrived, we embarked and set sail with a full cargo for Callao, although with regret that our time and money would not admit of delaying our return till the succeeding day; but for myself, I was much gratified with my ^{short} excursion to Lima, and had seen much that was curious and interesting. One of our interesting friends that accompanied us up in the morning, was of our number, and about dark we drove into town, having had a beautiful ^{being provided} ride, with much better accommodations than we had in our ride up in the morning. The horses there are worked ^{with} three abreast, looking singular and awkward enough, in contrast with our teams at home.

On arriving on board our "Ocean Home" once more, we found that the Starboard watch had sent up the fore-top-gallant-mast, and set up the fore rigging, main, and main-top-mast head stays, &c. and, that the little Brewster had gone to sea bound direct to New York.

11th Sunday. The Starboard watch ashore on Liberty, while our ^{watch} passed the day on board to our own liking.

12th The Starboard watch received Liberty, and immediately on landing, I took a stroll by myself out to the ruins of

the old town, but the crumbling walls have mostly been removed, and there is little left to mark the spot, except numerous tiles, scattered over the broken surface, where once stood the town of Callao. For some years past the ground has been used as a general deposite for ^{the} dead ^{bodies} of the lower class, several temporary vaults having been thrown up, where they are promiscuously tumbled in and there left exposed to the ravages of wild beasts and buzzards. So disgusted was I with the idea, that any civilized community would suffer such a state of things to exist, that, I involuntarily turned aside and retraced my steps back to town. On my way back, I took a walk around the castles, which are the greatest objects of interest in Callao, around the outside of the walls is an entrenchment about 30 feet deep, and 70 in width, upon the walls on the East side, I noticed severe marks of ~~the~~ attack, made upon it by the Chileans during their recent war with this country. Reaching the main entrance on the north side, I entered the gate-way, but was obliged to undergo a search, when finding nothing unlawful about my person I was permitted to pass on. On the west side, and between the two castles, stands a government store-house, and the residence of the Commandant; on the east, a spacious prison, containing ^{the most} ~~any~~ a motley set of loathsome, filthy, beings that I ever beheld; one poor fellow laid with his neck in the stocks, having, I was told, been guilty of striking a woman. I endeavored to gain admittance to the interior of the castles, but they were strongly guarded with

soldiers, who refused to allow me to pass, and having satisfied my curiosity on all other points, I left the same way I came, and went in search of my shipmates, who I found, enjoying themselves like true jolly tars in drinking, dancing, &c.

15th Bought new rigging, and have been engaged for the last three days in rearing ~~new~~ running rigging, and preparing for the passage around Cape Horn, as it is now decided for the third time that we are to make a straight passage home touching at Rio Janeiro, but the long-wished-for time when we should be truly bound home has been talked of so long, that we have learnt to place but little dependance upon what the 'old man' says in regard to it, although indication now certainly seems to warrant the truth of the statement that we are to go direct home after leaving this port. About 7 o'clock this evening, an English line-of-battle ship, the flag ship of the station, arrived, and was saluted by the French Sloop-of-war while in the offing. She mounts 84 guns, and is called the Asia, and is said to have been the flag ship at the battle of Navarino. She is a fine looking craft but in point of beauty cannot compare with our own noble Ohio.

While 'old Bob', one of our boatsteers was ashore this evening, he was accosted in the street by a robber, who demanded of him his money, to which 'Bob' replied that he had none, but the fellow was not satisfied, and discovering his blunderbuss, and he having no weapon of defence, was obliged to submit to a search, but

he having taken the precaution to hide what little money he had in his shoe, ~~which~~^{it} escaped the robber's notice and he went away much dissipated at his ill success. So much for safety in the streets of Callao. 16th At 8 o'clock this morning the Asia returned the salute given her by the French Sloop-of-war last evening. She also gave a national salute of twenty-one guns to the Peruvian flag, which was returned from the castles. Today we have bent new sails fore and aft, a part of the crew being engaged mending an old Flying-gib, while the rest were bending sails and making preparations to go to sea.

17th This morning about 7 o'clock the French Sloop-of-war went to sea, and we having everything in readiness for a speedy passage home, at 12 o'clock M. took our anchor, which came to the cat-head with right good will for every one was anxious to be once more on the "bounding wave", fairly under weigh for "Home Sweet Home" - and we stood out to sea with a moderate breeze, and having cleared the island of St Lorenzo, ~~brought~~ the yards sharp up and hauled on the wind, with our Larboard tacks aboard, intending to run out the S.E. trades when we could take the variables which would take us up to Cape Horn. After getting fairly outside, all hands were employed getting the anchors on the bows, lashing them, and securing casks, and everything about decks, also sent down ship'sail-mats, and put everything in sea trim. 18th Sunday was spent as usual at sea, mending, reading, and writing, sleeping, &c. — — — — —

20th Took in the flying-jib and mended it, it having been split during a strong breeze last night, also employed making scumit &c. —

22^d To-day we are three years from home, what great changes are sometimes wrought in such a period, that some such change has taken place in our domestic circle at home I have no doubt, perhaps a father, mother, brother, or sister, have been removed by death, but I must forbear for I am borrowing trouble which I believe to be wrong. —
The watch employed in various duties. At Meridian the Lat. was $18^{\circ} 40'$ South.

23^d The watch employed mending an old fore-top-sail, &c. —
Calm weather. At Meridian were in South Lat. $19^{\circ} 59'$.

24th Continues Calm, having made only 27 miles the last 24 hours, the Lat. at Meridian being $20^{\circ} 26'$ South. —
All hands on deck engaged stowing below water casks, shooks &c. and securing everything preparatory to going into bad weather which we expect to experience in high latitudes at this season. —

25th Sunday, Passed off as usual. The breeze continues light having made only 30 miles, the Lat today being $20^{\circ} 16'$.

26th The watch engaged repairing Studding-sails and binding them, which we had occasion to set about 4 o'clock P.M. the wind ^{freshened, and} hauled a couple of points to the Eastward. Lat at 12 o'clock M. $22^{\circ} 14'$ South. —

27th The watch engaged repairing an old top-sail. —
At Meridian we were in Lat $23^{\circ} 56'$ South, Long. $187^{\circ} 51'$ West. —

28th The last twenty-four hours the wind has varied several points from S.E. sometimes we were running off two points free with Studding-sails set, then again

hauled sharp on the wind. The watch engaged mending sails. Lat $24^{\circ}30'$ South.

29th Light breeze, about 9 o'clock A.M. sighted a sperm whale and lowered three boats in pursuit which chased him about 4 hours when they gave him up, not being able to gain upon him. At work repairing old sails. Raised a sail ^{to the leeward} which proved to be a brig. At 12 o'clock M. Lat $25^{\circ}11'S$.

30th Light wind. The watch employed repairing sails. Saw the brig again to the windward, where she had gained by our running off for the whale yesterday. Lat. $25^{\circ}45'$ South.

July 1st Breeze continues light. The watch employed mending sails this forenoon, P.M. wed the hold. At Meridian made the Lat. $26^{\circ}40'$ South.

2^d Sunday. Light variable winds. Lat $27^{\circ}27'S$. Spent the Sabbath as usual.

3^d Wind remains light and variable. The sun was rendered obscure by clouds consequently was unable to get an observation. The watch engaged mending old sails.

4th A proud day in the history of our country; and while our friends and thousands of our countrymen are celebrating it in various ways we are confined to the narrow limits of 119 feet by 27 and sitting flat on the deck are busily engaged mending old sails and are at liberty, to partake of as much salt junk, and Swamp seed, as we please whereby to commemorate that eventful day. This is the fourth birth day, anniversary of our nation that we have seen on board the *Maguelia*, when another one rolls

This morning saw a brig on our starboard
bow supposed it to be the same one we saw
on the 29th ult.

- around if our lives are spared we are in hopes to be
able to join our friends in celebrating it in Yan-
kee Town. During the first watch last night we
took a light breeze from the Northward & Eastward
by which we were enabled to square the yards and
set our studding sails and are now running off
before it with all sail set. 2 o'clock P.M. the
wind hauled more to the Northward and we shift-
ed the studding sails over to the Starboard side.
At Meridian we were in 29 degrees So. Lat. —
- 5th Running off free with a fine breeze from the
Northward & Westward, the watch employed mend-
ing sails.
- 6th About 12 o'clock in the mid-watch last night the
wind suddenly shifted to the Southward & Eastward
with a squall of rain and we were obliged to take
in all our flying kites, and double reef the fore-
topsail, hauling on the wind with our Starboard
tacks aboard. and to-day we have a strong top-
gallant breeze. The watch employed making
semit, and during the dog-watch we took in
the Bow boat and lashed her on the Hurricane
deck, and unshipped the davys, cranes, &c. —
Lat, this day at 12 o'clock 31° 9' South. —
- 7th Variable winds with occasional squalls of rain, the
watch engaged mending an old main-sail. —
Lat 31° 24' — — — —
- 8th Strong top-gallant breeze with squalls of rain.
Finished mending sails, have now got them all
repaired and in order to bend in case we lose any.
At Meridian we were in Lat. 32° 3' South. —

The breeze increased by 4 o'clock P.M. so that we were obliged to take in top-gallant sail and double reef the top-sails and it is now blowing almost a gale from the Southward; —

9th Sunday. Breeze continues strong right in our teeth although it lulled a little this P.M. and we turned the reefs out of the fore and main-top-sails, but at 6 o'clock were obliged to put them in again, and it is now blowing as hard as it has any time during the blow. —

10th During the night it calmed down so that when my watch came on deck this morning we found the reefs turned out of the top-sails and the main-top-gallant-sail set. The watch engaged fitting tarpaulins around the quarters and stern from the hurricane deck to the main rail, which makes a comfortable shelter upon the quarter-deck from bad weather. Lat at Meridian $33^{\circ} 7'$ South.

11th The wind has seemed to spent itself in the late blow and it is now nearly a dead calm and the old ship lies on ^{the} bosom of the ocean wholly at her own control there not being breeze enough so that she will mind her helm, this is discouraging to a homeward-bounder after a succession of head winds, but we trust that ere long Providence will smile on us and give us a prosperous breeze, which will bear us ~~that~~ to our home where we flatter ourselves we shall be received with a cordial welcome by our long absent friends. Sent down the fore-top-sail and bent a spare one in its place, and made the new one smaller as

it was too large for our spars. At Meridian we had made only 29 miles to the southward the last 24 hours, the Lat. being $33^{\circ} 36'$ —

12th About 10 o'clock this A.M. the wind hauled a little more to the westward and we are now running off with it a couple of points free, with our fore-topmast-studding-sail set. Took in the waist-Boat and made every thing secure for a strong breeze. At 12 o'clock M. Lat $34^{\circ} 53'$ South.

13th The latter part of the night the wind died away and this morning it was quite calm till 8 o'clock when a strong breeze sprang up from the Northward and Eastward and at 2 o'clock P.M. it had increased so much that we were obliged to take in the main-top-gallant-sail and double reef the top-sails and are now running off with a smacking breeze, on our Starboard Quarter, under double reefed top-sails and fore-sail fore-topmast-staysail and jib, having also took in the main-sail. A drenching rain and heavy cross seas causing the ship to roll badly - rendered it rather uncomfortable than otherwise, however as the wind was fair and a plenty of it we were not much dissatisfied with a thorough wetting. —

14th The wind and sea have both gone down during the night and this morning the gallant ship again like a sea-bird extended her wings to the still favouring breeze, but about 2 o'clock P.M. it again hauled more ahead and we were obliged to take in our studding-sails and brace the yards sharp

up-just lying our course which was South. when it died away almost calm again. Lat. $39^{\circ} 31'$. — In the day watch we sent down the old fore-top-sail, and bent the new one again having cut it off and refitted it. —

15th Remains calm. Wet the hold and pumped her out this afternoon, as usual on Saturday. — By observation at Meridian we ascertained that we had gained to the Southward the great sum of fourteen miles during the last twenty-four hours the Lat. being $39^{\circ} 45'$. —

16th Sunday. This morning a light breeze sprang up from the S. W. and this P. M. it has hauled to the Westward and we are now running off S. by E. with topmast and top-gallant studding-sails set, ^{and well filled} with a fine breeze. —

17th During the night the wind had increased so that we had taken in the light sails, and this morning were obliged to double reef the topsails and are now running with a strong breeze at the rate of 8 or 9 knots an hour and as some of ^{the} Chaps remarked the New Bedford girls have got hold of the line and are hauling land over fist, to which I replied, if they had I hoped they would keep it taut, and not let it sag and get foul around that stormy, dreaded, point of land called Cape Horn. —

18th During the morning watch the wind hauled back again to the old point, South, and still remains strong with ^{equally and} a heavy swell to the

sea. Head winds seem to prevail with us and a fair breeze only attends us about twenty-four hours in succession, but however murmuring and repining does us good, and we must be contented with it, as Him who guides it sees fit to direct. At mid-day the sun appeared for the first time since the 13th, and we succeeded in getting an observation by which it appeared that we have made 247 miles Southward since that day at meridian, the Lat being $44^{\circ} 2'$. — The wind increased so much at 4 o'clock P.M. that we furled the mainsail.

19th Still blowing ^{from the Southward} hard, although it lulled some this morning watch and we set the mainsail. During this forenoon one of the foremast hands went into the main chains to perform an act of nature which of course is done forward in good weather but now there is such a heavy swell and the ship rolls so badly that it is unsafe either in the fore or main chains, but our inhuman and unchristian chief mate regardless of the danger of our being washed away by the heavy seas which often came pouring in over the rail in torrents forbade us going on the quarter for that purpose and even threatened to flog the first man he caught aloft the main rigging. My heart bleeds at such barbarity. Any Christian Capt or mate would have said in such weather Don't risk yourselves over the side, here's the round house built as much for your use as mine, in this weather, use that. It seems to me that would partake more of humanity.

At 4 o'clock P.M. the wind hauled to the S.W. and blew a gale obliged to take in the main-course and mizen-top-sail. Ship labouring hard and making considerable water, as we found by trying the pumps, occasioned by her seams being open in her upper works about the bows. By observation to-day we were found to be in Lat $44^{\circ}59'$ N. Long. $88^{\circ}51'$ W. —

20th About 1 o'clock A.M. in the middle watch the gale increased and hauled a couple points more to the westward, and we squared in the yards, took in the jib, and close reefed the fore and main-top-sail, steering S.S.W. Ship labouring severely. At 8 o'clock A.M. the gale abated and we set the fore-top-sail which had been taken in during the morning watch, and turned a reef out of the main-top-sail. —

21st In the first watch last night the wind moderated and hauled to the N.W. and we set the top-gallant-sails and flying-jib. This morning it freshened and we are now running our course with a fine breeze. 12 o'clock M. it suddenly fell away, and hauled around to the S.E. blowing a screamer, right in our teeth, all hands were called a few minutes before eight bells to take in sail as we were caught with our light sails set, this was no easy task as it was not only blew a driving gale, but rained furiously every drop that touched one seeming equal to a bucket full in ordinary weather. so cold it pierced to the very skin however by hard labour and a good deal of thrashing of hands and stamping of feet in our shoes

time we had her hove to, under close sail—a
close reefed maintop-sail and mizen and fore top-
mast stay-sails, and now was a scene to make
a ~~compass~~ stare the sea looked into a complete
foam and running mountains high occasionally
breaking over our gallant vessel enough to make
any one unused to such scenes tremble but
she proves true to science and rides it in safety.
At supper came the "tag of war," knives, pots, pans,
and spoons all in admirable confusion and
during the short intervals between the rolls
if a man by using his utmost exertions while
holding his pot of water bewitched and
tea begrudged with one hand succeeded with the
other in ^{a sufficient quantity of} passing the old horse and hard bread
from the pan to his mouth to satisfy the
cravings of his appetite he thought himself
lucky. These are some of the delights of a sai-
lor's life amid the beauties of Cape Horn.—
About 7 o'clock the gale abating we squared the
yards set the fore-course and kept her off be-
fore it as it had hauled to the Eastward we could
make a S.W. course and run with safety.—
22^d In the first watch last night the breeze still
continued to decrease and bore more to the
Northward and Eastward and this morning
we are steering our course—S.E.—before a
strong Norther, with our maintop-gallant-sail set.
In tarring the reefs out of the fore-top-sail in
hoisting it the tie parted and having secured
it we again attempted to hoist when the tie

parted again and "carried away" the Larboard Lift-
but we soon repaired damages and set the sail with-
out any further trouble. At 12 o'clock made the Lat.
50° 51'. At 4 o'clock P.M. breeze increasing took in the
main-top-gallant-sail and double reefed the topsails.
7 o'clock the breeze still increasing with heavy sea
took in the fore and mizen-top-sails.

Sunday
23rd During the night we have run under a double
reefed maintop-sail and fore-sail but this morning
it having calmed down set the fore and mizen-top-sails
and maintop-gallant-sail. Good weather for these latitudes
and we are running off E. S. E. with square yards
and our canvases well filled with a beautiful breeze
from the Westward.

24th Have a strong top-gallant breeze from the North-
ward and Westward with squalls of snow. We have
now got so far South that it has become quite
cold and it is with considerable expectation that we
keep in any degree comfortable these long
nights in the watch on deck. Two men relieved
every two hours are kept constantly on the look-out
for icebergs, which we expect to fall in with
and hope by a vigilant watch to steer clear of.
Lat 55° 28' S. Long 85° 48' West.

25th During the night the wind died away and this
morning we have a light breeze from the N.W. star-
ing E. by S. Saw a big standing alouy on the wind
with her Larboard tack aboard. Lat 56° 22' S. 80° W.

26th In the first watch last night the wind hauled
more to the Northward and freshened and this
morning we are running off E. by N. with top-

mast and topgallant studding-sails set, at the rate of nine knots an hour having a beautiful breeze a little on our Starboard quarter, so that every sail does its work, 12 o'clock. Breeze freshening took in studding-sails and fore-topgallant sail, 4 o'clock P.M. increased to a gale took in all sail but a close reefed fore and main-top sail and reefed foresail. However it lasted but a short time at 6 bells (7 o'clock) it hauled back to the westward and lulled so that we were enabled to turn the reefs out and set the main-topgallant sail. Lat $57^{\circ}20'$ we have now made our Southing and are steering E. N. E. and if the breeze freshens will be off the Cape in a day or two more.

17th This morning we have a moderate breeze from the westward, 12 o'clock P.M. it hauled more to the Northward still continues moderate steering E. N. E. with all sail out, Good weather for Cape Horn. Lat $57^{\circ}44'$ Long $71^{\circ}50'$ West.

18th In the first watch last night the wind backed to the westward, and our watch coming on deck at 7 o'clock this morning found a fine breeze although it had been squally during the greater part of the night and the decks were covered with 4 inches of snow presenting rather a wintry appearance. 8 o'clock A.M. received a squall which carried away our main-topgallant tie, lifts, and braces, leaving the yard and sail hanging by the sheets forward of the topsail, came near losing it altogether but finally succeeded in securing it to the mast. We are now off the

Pitch of Cape Horn, and at 12 o'clock finding we were in Lat $57^{\circ}41'$ Long 67° W. and being seventeen miles to the Eastward of it, we hauled up N.E. and shortly after the wind hauled to the S.W. and now at 6 o'clock P.M. we are running off with fore-top-mast and main-top-gallant Studding-sails set and well filled with a beautiful breeze.

29th About 2 o'clock P.M. the wind hauled to the Northward and we were obliged to brace sharp on the wind. Last night it being clear I had a fine view of the "Magellan Clouds" which were first seen by that successful adventurer. They are three small clouds two of which are white, the other being black, and are constantly seen hanging over the vicinity of Cape Horn. In going South they are first discovered in about the Lat. of 45° . It is supposed they are nothing more than clusters of stars so immeasurably distant from the earth that they resemble clouds.

At Meridian we were in Lat $56^{\circ}52'$ S. Long. $62^{\circ}46'$ W. 4 o'clock P.M. we raised a sail which proved to be a ship outward bound as near as we could determine with the glass. She being some distance off.

30th Sunday. Wind continues ahead and light. This morning discovered a ship about 5 miles to the Seeward and exchanged signals with her. She hoisting the English ensign supposed her a *Guano* Trader bound home. At 12 o'clock Lat $56^{\circ}10'$ South.

31st About 8 o'clock this morning the wind hauled around to the Southward and Westward and this afternoon we are running off with all sail set at the rate of 8 or 9 knots an hour. Lat. $54^{\circ}55'$ South.

August 1st. The breeze continues favourable although it has hauled more to the westward. The Carpenter and cooper engaged making a main-royal-yard of an old top-gallant-mast, the old one having been carried away by the carelessness of an officer in not letting go the royal braces while bracing around the yards. — At Meridian the Lat. was $52^{\circ} 45'$ South. —

2^d. About 8 o'clock this morning the wind hauled ahead and we were obliged to take in our studding-sails and trim the yards to the wind. This afternoon the old man and the chief mate had a long conversation in the cabin, which arose from the mate neglecting some duty aloft, the old man, accusing him of not doing his duty during the voyage either as whale-man or sailor. I was at the wheel and could occasionally catch a word too as the loud tones of their excited voices proceeded up the cabin gangway. Lat $50^{\circ} 27'$ South. —

3^d. The wind in the middle watch last night having knocked the ship off S. E. by N. we put her about on the other tack, when she headed up N. W. by W. continues light this morning. About 4 o'clock P.M. the breeze continued light and hauled around to the Southward & Eastward, so that we now head our course with studding sails out. Lat at Meridian $49^{\circ} 22'$ South. —

4th. During the night the breeze has freshened a little and hauled around to the S. W. 6 o'clock P.M. increased to a gale so that we

were obliged to double reef the top-sail which eased her a little, a heavy swell having arose with the wind caused her to work uncommonly hard, requiring two men at the helm to keep her North which is the course we are steering. Lat at Meridian, $47^{\circ}27'$ South.

5th The gale continues with an ugly cross sea and occasional squalls of hail and rain, 8 o'clock A. M. tried the main-sail on her, which we carried till about noon when finding it more than she could bear took it in, 2 o'clock P. M. the wind abated and hauled more to the Southward so that now we are running off before it with the main-top-gallant-sail set and square yards the old ship bounding over and plunging through the seas as though she were really mad seeming as impatient as any of us to arrive at her old moorings in Yankee land.

At 12 o'clock M. found we had made three degrees during the last twenty-four hours, the Lat. being $44^{\circ}26'$ South.

6th Sunday. This morning the wind went down so that we shook the reef out of the top-sails and set the light sails, and now at 6 P. M. the sea having gone down we are running off before a beautiful breeze under a cloud of sail, all the rags being set with the exception of the lower-studding-sail.

At Meridian made the Lat. $41^{\circ}35'$ South, having made a fine run these last twenty-four hours.

7th During the night the wind had again
hauled ahead and this morning we have
a light baffling breeze, but having been
favoured with a beautiful breeze for several
days past we have run into good weather
it being now quite comfortable about decks
without being troubled with monkey jackets
and mittens which were not insufferable in
doubling Cape Horn. Work about decks has
through necessity been suspended during the
bad weather, as our ship is so deeply laden
consequently ships a great quantity of water
in rugged weather which renders it imprac-
ticable carrying on work. At such times we
are obliged to watch an opportunity to go fore
and aft the deck which at times are covered
with ten or twelve inches - and when she gives
a roll on either side the water all rushing
in torrents to one side leaves an opportunity
which if expeditiously improved ^{before she rights}, ensures a
safe passage with dry feet, otherwise we could
rely on a thorough wetting, as high as the
knees beside running the risk of being com-
pletely drenched with the sea which oc-
casionally came pouring over the rail, this
was any thing but pleasant in midwinter
in the Lat. of 57 and every possibility of
getting wet was to be studiously avoided.
The weather ^{now} being such as to admit of work be-
ing carried on in safety we resumed our usual
employment about decks, to-day sending the

flying-jib in and repairing it bending a spare
one in its place. Sat. at meridian $39^{\circ}56'$ South.
8th Wind remains light and variable with occasional
squalls of rain. The watch employed repairing
flying-jib &c. 4 o'clock P.M. a breeze sprung
up from the N.E. so that we nearly lay our
course braced sharp to the wind.

9th A moderate breeze from E.N.E. the watch en-
gaged mending sails &c. Sat $36^{\circ}28'$ S. Long. 50°
 $26'$ West. To-day while Jacob Shirdan was at the
helm the Capt threatened to flog him because
he did not reply to some order about steering
quite so promptly as he wished. - saying "You've
got the sails again and I'll give it to ye ev-
ery day from this time till we get home if
you need it." "No some time since you had a thrashing
and it's about ^{time} you had one and the like."

10th The breeze freshened and at 3 o'clock P.M. it
hauled to the Northward increasing to a gale
which was "right in our teeth" and we were oblig-
ed to double reef the top-sails, and beat a-
gainst it. Our old friend the Albatross has again
made his appearance hovering over our wake,
seeming to urge us on in our trackless way over
"the rolling deep."

11th During this morning watch the gale broke and
left 6 bells (7 o'clock) it had died away to a calm
leaving a heavy swell. For the greater part of
the forenoon it rained incessantly, still the
watch were kept busily employed washing the
bulwarks, thus the old man (for he is not worthy

the title of Capt.) fully carries out his injunction to the mate to keep em busy if you cant find any thing else for em to do make em scrape and slash the top-masts and top-gallant-masts, this he calls keeping men under, The way to keep men down is to work em down, is his own language, and he has faithfully sustained that principal during the whole voyage. At 12 o'clock M. a fresh breeze sprung up from the S.E.W. which in the afternoon increased to a gale from the S.W. and now at 6 P.M. we are running off with it about two points on our Starboard quarter, under double reefed top-sails steering N.N.E.

12th This morning the gale having abated we made sail setting the fore-top-mast-studding-sail, but towards noon it breezed on again, and having split the studding-sail were obliged to reef down again -
13th Sunday. The gale continues strong from the S.W. with a very ugly swell, which with our double reefed top-sails and courses set is driving us along at a furious rate, the old man, being induced to carry sail rather harder than usual from the fact that we are very short of provisions having started the last barrel of meat this morning only having 11 barrels on board when we left Callao which by shortening our allowance he thought to make last to Rio Janeiro, being now several days sail from there with the possibility of head winds, But still he is not considered at all mean and parsimonious at home but on the contrary has by artful selfish designs obtained the name of being

a very liberal generous hearted gentleman, but alas! for the "wolves in sheep's clothing," a day of just retribution will come for them all sooner or later. Not having been able to get an altitude from the sun for several days, last night an observation was taken by the moon which made us in $32^{\circ}34'$ but at meridian ^{today} succeeded in getting the sun, which made us in $31^{\circ}7' S$. 4 o'clock P.M. the wind having lulled we turned the reefs out of the top-sails and set the top-gallant-sails. Still steering N. N. E. — 14^{th} A moderate breeze from the S. W. steering N. N. E. with all sail out. The watch variously employed about decks. Lat. $28^{\circ}23' S$. Long. $44^{\circ}47'$ West.

15^{th} We are still favoured with a fine breeze, varying from S. W. to W. and our gallant ship with every stitch of canvas spread to the propitious breeze is proudly speeding on towards her destined port, which at meridian was 3 degrees or 180 miles distant, making our Lat. $25^{\circ}52' S$. The watch engaged repairing the flying-jib, and this afternoon again commenced wetting the hold which has been dispensed with during the bad weather.

16^{th} The wind remained light but fair till about 5 o'clock P.M. when it hauled around to the S. E. when we were obliged to take in the studding-sails and brace the yards to the breeze, about the same moment a man on the foreccastle cried out Land Ho! and soon a dark outline of the Brazilian Coast was distinctly to be seen, stretched

ing as far as the eye could extend from E. to W.
By observation at meridian Rio was then thirty
miles distant our Lat. being $24^{\circ}22'$. The watch
to-day have been variously employed about deck
putting the ship in order for port, hoping
to be able to go in on the morrow.

17th The wind had hauled head ahead during the
night and this morning found us beating up
against a moderate breeze, with a smooth sea
but our bottom is so foul we make but little
progress in beating to the windward, By clock P.
M. we are now in sight of Rio light - which is
placed on an island just outside the entrance
to the harbour - but the breeze remaining unfavourable
will doubtless prevent our arriving
at the anchorage before morning. The watch
to-day has been engaged unlashing the anchors
and getting them off the bows, and making
all necessary preparations (as well as some unnecessary ones) for entering port and coming to
an anchor, and in the dog-watch all hands were
turned to, to haul up the chain cable which
being shackled to the anchors every thing
was ready for letting go.

18th Having had a fair breeze during a part of
the night this morning found us inside the
Light, when the land breeze which occurs ^{here} regularly
in the morning having set in we were com-
pelled to beat up through the narrow pass
which forms the inlet from the ocean to the
expanded harbour of Rio de Janeiro, we were

accompanied by numerous crafts of different sizes and bearing the flag of almost every nation on the globe - which we had discovered at the early approach of morose grey light - each pointing its prow towards the great commercial city and each seemed to strive with the others in ^{first} gaining the entrance, as they crossed one another's bows and sterns in standing on their different tacks. we had but just gained the entrance when the whole fleet were caught in what sailors term the doldrums, being light puffs of wind from various points of the compass, it being dead calm, one moment and the next a smart breeze which suddenly changes to another point and then dies away calm again, this was occasioned here by the wind drawing through the valleys as it comes from the mountains in the rear - there lay the whole fleet upwards of thirty sail directly under the high bluff known by the very appropriate appellation of the Sugar Loaf - at one moment lying motionless on the unruffled surface of the river-like passage and at another shooting boldly out into the middle of the stream until another gale would strike us aback on that tack, and a calm again ensue, at such periods we were in danger of coming in contact with each other and at one time we were obliged to back our main-top-sail and let some of the small craft shoot ahead out of our way, at last however we took a fair breeze which carried us

past the Sugar Loaf, which rises more than a thousand feet, on the left, with the fort and high mountain-side on the right. From the fort, which is called Santa Cruz, we were hailed by an officer who sent his voice through a huge speaking-trumpet, inquiring ~~the name~~ of the ship, where from, and how long out, &c. which being answered to his satisfaction he waved his trumpet for us to proceed. About two miles farther up the harbour we arrived at the Quarantine ground opposite a tolerably well fortified island upon which it ^{is also} conducted a Naval school. Here we were hailed by another officer and ordered in broken English and Portuguese to Larago la anchor, which after hauling up our courses and clewing up the topsails we obeyed by coming to, with our best bower in about twelve fathoms of water, the vessels preceding and following us were all hailed and came to, in their turn and our anchor was scarcely on the bottom when a Custom House officer boarded us and gave the Capt some information in regard to the regulations of the port &c. when he with a boats crew were permitted to proceed to town. The port regulations there are very strict, no foreign vessel being allowed to go up to town, till they have first dropped anchor at the quarantine and been visited by the proper authorities, and nothing is permitted to be brought from thence not even the ships small stores

without a permit from the Custom House, and there are two large guard-boats stationed, abreast the fort, to enforce obedience to the laws, and alongside of which all boats must stop in going to and from the shore, ample provision being made by the government to suppress all attempts at smuggling, boats are kept rowing guard during the night, as well as vigilant watch through the day. And here lies our good ship, in an expanded basin of water, surrounded by an amphitheatre of hills, with there thousand cones, far off and near, high up and low; and their bases studded here with village and there with villas; and more conspicuous lay on the western range, lies the city - the beautiful mountainside city of Rio de Janeiro, with its white walls and tiled roofs of houses, occupying the hills and plains, the ravines and the beach, diminutive in their ^{distant} proportions when contrasted with the ^{elevations} giants of nature around them, yet presenting a beautiful whole, which is enchanting to behold.

H. B. M. Brig Penguin entered the harbour with us, and came to, farther up, and nearer the town where lay H. B. M. Ship Grampus which we saw in St Joseph - and a large store-ship belonging to the same government, and the U. S. Brig Perry. About 4 o'clock P. M. the U. S. Ship Brandywine bearing the broad pennant of Commodore, stood proudly in before the fine sea breeze which sets in regularly in the afternoon - presenting a

noble, dignified, appearance in contrast with the
numerous smaller merchant craft which fol-
lowed in her wake, she is the flag ship of our
squadron, stationed on the coast of Brazil, and
was last from Bahia. Although she is a noble
specimen of Uncle Sam's Navy, yet will not com-
pare with the formidable, warlike appearance
of our beautiful frigate Savannah. It is ^{always} a mat-
ter of proud interest to an American citizen to
meet our men-of-war in foreign ports, yet they
would be viewed with still greater pride by
our Slaves if they were more vigorous in protect-
ing them in their rights, - from the abuse of ty-
rannical ship-masters, and biased, unfaithful
consuls - for which the government profess-
edly sends them on foreign stations, for it
is a notorious undisputable fact that the
great majority of the commanders of our men-
of-war will not listen to the simple ungarish-
ed tale of outrage and wrong from the lips of
"Poor Jack", but if they should stoop so low as to
condescend to hear his story it is with a ^{how dare} ~~prejudged~~
^{you sort of an air} ~~prejudged~~ opinion
~~you sort of an air~~ and a ~~prejudged~~ ^{prejudged} opinion
which is strengthened by listening to the story of the
master, which invariably is a long yarn of un-
timorous conduct, or neglect of duty, which he is com-
pelled to believe, because forsooth, it comes from
the Capt, who wears fine cloth, and has the influence
of wealth and rank in his favour, but Jack's story
is discredited however honest a heart this coarse
jacket may cover. This is a wrong state of things,

and as unjust as it is disreputable to the nation;
but I have not ^{sufficient} confidence in the justice, and equity
of our laws to remedy this evil, it is a sub-
ject that requires investigating and acting
upon by our legislators.

19th Today we have been engaged cleaning ship
outside preparatory to painting. This afternoon
a French Corvette arrived and came to near the
English frigate Grampus. This morning salutes were
exchanged between the fort and the English and
American men-of-war.

20th Sunday. Although no "Liberty" was given, a
part of the ships company were allowed to
run ashore to-day to ^{see} the place, and myself
being one of the number that went in the after-
noon, I with two of my shipmates commenced
a ramble through the city, for the singular pur-
pose of observing the peculiarities of the peo-
ple and to take a hurried glance at some of
the public buildings and whatever of interest
might chance to fall in our way. Our steward
who was one of our party - and had once lived here
and was consequently somewhat acquainted with
the city - led the way directing our steps towards
the palace square which fronts the Emperors resi-
dence on the North this is nothing more than a
common public square, the North side of which is
washed by the waters of the harbour, and upon
which is situated a fountain of pure water, which
is ever gushing and sparkling down its granite sides
for the accommodation of the public in this portion

of the city - the eastern side is occupied by stores
and private residences, - the west being lined part-
ly with stores and the remainder with the prin-
cipal market of the city, ^{for the benefit of which} in the centre ~~of which is~~ ^{is placed}
another fountain, with a deep granite reservoir. -
It is altogether a tolerably decent market but
will not compare with our own Quincy Market
in the good city of Boston. The first thing which
strikes the stranger as he steps upon the
shore at Rio, is the immense number of
Slaves engaged in carrying the merchandise
of the country, apparently native-born
Africans; these are hurrying on at the rate of
a slow trot, in small squads, with bags of
coffee or other burdens, on their heads, which
at the monotonous sound of their leaders
voice, in which at intervals, and as a chorus,
they all join, - they are bearing to the boats
of loading vessels, or to the Storehouses for
deposits. From every pore issues the free perspi-
ration, and streams, in no very small rivu-
lets, down their bony shoulders and shining
backs. Although I had myself ^{been} doomed
to voluntary slavery for upwards of three
years, and had felt the sting of the ty-
rant's lash, yet I ~~could not~~ ^{look upon} these
miserable beings, whose fate was sealed for
life, and who were driven to their daily
tasks by the merciless whetters, who had
charge of them, who were as much lower than
they as hell is beneath Heaven - and in

wardly cursed the foul spirit, that first induced men, from even professedly Christian nations to steal them, from their native shore, and transfer them thousands of miles from their homes, to a foreign land, there to toil out a miserable existence in involuntary servitude. But it is no less true, that there are found those, even now, at the present period of enlightened liberty, who, are so far lost to all feelings of shame, or humanity, as to engage for the ^{trade of the} filthy Lucre, in this barbarous traffic, and, it is shamefully notorious, that things, not deserving the name of men, from our own land, are yet extensively engaged in this horrid trade. Yes, and that too (I blush while I write) from our own New England the most ^{free and} enlightened spot in the whole world; and it is made no secret of on this coast but is openly talked of as something indispensable to the wants of the country. One young man ^{who had been employed in the trade,} (I shame on him) remarked to me, that he believed in following that trade where the most money could be made; and, as he expressed it, "If he escaped the cruisers and got clear he made a good whack, and this is the ^{unholy} principle which actuates our avaricious countrymen in the pursuit of wealth; as was the case with the master of a whaler belonging to Stonington who came in to this port, and sold his cargo of oil, cleansed the hold of the vessel, and then made two successful voyages to the coast of Africa for slaves, after which, he sold his vessel,

and then, with his ill-gotten treasures,
purchased a brig, and sailed for the Pacific,
doubtless preferring rather than to return home
to hide his head in a foreign land, where the
story of his shame would not reach him, or if
it did, would have but little effect upon his
reputation. From the square we directed our steps
towards the centre of the city, with the intention of
seeing as much of it as our limited time would
permit; having orders to be in readiness to go off
to the ship by sundown, and as the length of our
stay in Rio was altogether uncertain, we were deter-
mined to see all that could be seen in an afternoon's
ramble; as we might not have another opportunity
although it was probable that we should be ashore
on duty, during the week, yet that would be no
time to take a general look at the city, as it is con-
sidered a great neglect of duty, for a man to
leave a boat while he is ashore on duty to run
about town. Passing through the principal streets
in an easterly direction, we arrived at the
foot of the mountains, upon the edge of which,
and near the base, is situated the Convent of
St Antonio. Ascending ~~the~~ long row of granite
steps which lead to the main ~~entrance~~, we stood
upon a broad platform fronting the doors of the
chapel; a door on the left of the principal ^{entrance} stood
open, but upon asking for admission we were inform-
ed that the inner doors were closed, and the
retiring sun warning us not to tarry too long,
we satisfied our curiosities by looking in at the
entry, in which hung a dusty image of Paula

Maria, Before descending the steps into the street we stood ^{as while} on the platform, or terrace, looking at the beautiful scenery spread out before us. From this point the greater part of the bay is commanded — the range of conic mountains on the east, north, and west, covered with the rich banana, and the lofty cocoa-^{nut} trees — the city of Pisco Grande opposite Rio and the greater part of the city of Rio itself at your feet, all unite to form a beautiful prospect. And as you gaze over the city, upon the bay, and ~~upon~~ the mighty mountains, which surround the vast basin of the harbour, encircling it, like a mountain-lake, sprinkled with ~~ships~~ of war from almost all the navies of the earth, and with merchantmen of every nation and people — all resting on their several errands — their swan-like figures, gracefully sitting on the unruffled waters of the delightful harbour — you have a scene that is beautiful in the extreme. As you retire to a more elevated position behind the city, the beauty of the scenery becomes enhanced, but time would not admit of our extending this land cruise, to clamber up the sides of the mountains, although I had a great desire so to do, but it was now nearly five o'clock, and time for us to return to the boat, as we had wandered some miles away from her, consequently we began to retrace our steps towards the square, calling on the way to a market — near the Cen-

trial part of the city - for a parrot which
I had bargained for on the way up, of an
old African who kept a fruit stand but
who it seems either had a partner in business
or a master who was as sooty black as himself
to whom he gave the money which chanced to be
two Spanish half-dollars equal to two mill-
Reys the price asked for the parrot, these he
complained of (~~though~~ the steward who acted
as interpreter) as not being equal to the price
agreed and that they would not pass for two
mill-reys, after a little conversation I was con-
vinced that he seeing I was a stranger in the
place ~~was attempting~~ ^{thought} to take advantage of
my ignorance by ~~extracting~~ ^{extracting} from me a
few more reals, but I told him that in the
first place I had made no bargain with, or
had any conversation whatever with him about
the trade, and consequently felt myself
under no obligations to him, and ~~adding~~ ^{stating}
that the other man was acting as his deputy
the pay was such as was agreed upon, as a
Spanish half-dollar would pass for a mill-
rey in any part of the city. But all to no
purpose, he was not satisfied, and we started
for the boat, he following ~~us~~ and occasion-
ly walking ahead of us, - and shaking the
money in our faces and jabbering over some
of his Guinea lingual - till we opened on to
the street which led to the square, where he
ran considerably in advance of us, when I think

ing to rid ourselves of his annoying company,
we turned a corner into a street that led in an-
other direction to where our boat lay, which we
found where she had been left, and the mate
not having yet come down to go on board, we left
the parrot in charge of a shopkeeper, near by,
and started on a walk, across the square, and up
through the market, but had only gained about
half the distance across the square, when we were
^{again} met by our sable friend, who it appears was in
search of us and who again commenced the same
^{The steward, having, left us previously, to our going, to the boat,}
~~unintelligible~~ gibberish; my shipmate now be-
came very much vexed, at being thus annoyed, and
started ^{to go} back to the boat while I proceeded on
to the market and walked around and through
it several times, he still following me till at
last I came in contact with one of his countrymen
who kept a stall and could talk some English
to him I explained the case and he very politely
offered to exchange the money and give him two
mill-reys which was in paper similar to our bank-
notes; he having agreed to this appeared some-
what satisfied but now wanted me to give him
a dump (which is a copper coin in use here about the
size of an English penny) with which he wished to
buy something to drink, this I refused to do
and started to return to the boat, but he still
persisted in following me, making signs for
drink by constantly putting his hand to his
mouth and throwing back his head as if toos-
ing off a glass, in this manner he followed me.

nearly half the distance across the square when my patience becoming exhausted I picked up a paving-stone and turning around stood in a threatening attitude and shook it towards him which had the desired effect making him run away as fast as his legs would carry him. I merely mention this as an instance of the burning thirst for intoxicating drinks which characterises a certain class of almost every people; it being nearly as great a curse as the mark set upon Cain. As I crossed the square on my return to the boat, I was met by a long train of worshippers, who were proceeding to the imperial chapel, the bells of which were just chiming the hour for ^{commencement of the} service - each held in his hand a long lighted taper which flickered in the breeze as they marched along exhibiting a scene which together with ^{all} the papal ceremonies I could but identify as a fanciful show - a religious farce - gone through for the amusement of the people. How unlike the simple, suppressed, and solemn worship, which, if it could claim nothing more, alone, gives the preference to our own Protestant Church. In our own country, the Catholic religion, has, for the sake of ^{appearance and} decency, to dispense with many disgraceful scenes, which are daily enacted in countries where that is the established religion. I felt a desire to enter the chapel, ~~and~~ ^{to witness the} performance of the service, but my dress, not be-

ing such as to insure me a very gracious reception, I forbore making the attempt. The Cathedral is not a very imposing edifice, and none of the buildings of Rio, and least of all the imperial palace, can boast anything as specimens in architecture. The palace is but an extension of only tolerably decent private dwellings. Upon arriving at the landing I found our fellows waiting for the mate who had not yet made his appearance, he however soon came and we shoved off and were soon alongside, and standing upon the deck of our much loved "Maggie," witnessing the beautiful display of lights as thrown out from the city some successively, others scattered here and there, presenting the brilliant appearance of innumerable stars, as seen from above, this, connected with my afternoon's ramble - although it was hurried and incomplete - has rendered the day one long to be remembered, as contributing much to that pleasure which I experience in visiting foreign countries.

21st This morning all hands were turned to to paint ship outside, which we accomplished about sunset. Just as we commenced our work, H. B. S. Grampus passed our ship, outward bound, being towed to sea by one of her steamships of war, which is lying here, she is from the west coast of Mexico, and is reported to be laden with ~~about~~ 15,000,000 of dollars, in specie, and bars, of gold and silver, which she is now taking home to

England, this would be a rich prize could she
be taken without a severe action, but, being strong-
ly armed, a terrible engagement must take
place, before she could be made to give up
~~the~~ ^{so} rich treasure. This afternoon Mr Antoine,
the 4th mate, being ashore with a boat
crew on duty, had some difficulty with one
of them, whom he reported to the Chief mate,
as being insolent, and abusive, in his language
towards him, threatening to fight him &c. this
hurting the mate's dignity (having one of the
"Officers" (as he called them) insulted and as
the old one, was ashore and he had command, he
dispensed with the usual practice of siri-
ing the man up in the rigging and flagging
him with a piece of tarred rope - but gave
Mr Antoine permission to throw it out with him
there in the waist, which one of the boys hear-
ing, commenced encouraging the man by tell-
ing him to "Give it to him" &c. which so excited
^{passions of the} the mate that he jumped into him and the fel-
low being about three sheets in the wind, ^{he} soon si-
lenced him by getting him down, and bawling his
eyes, after this scene the 1st was over, the mate
told the other man that he would see fair play
between him and the 4th mate and turning to Mr
Antoine says "Give it to him Mr Antoine, Give him
enough of it, &c. but as the old adage goes "The boot
was on the other leg, for at it they went and the
mate, perceiving that Mr Antoine began to falter
and had got the worst of it - his face and eyes then

being much bruised and bloody - instead of seeing fair play as he had proposed, jumped in and commenced kicking the man and in that way separated them. Thus ended one of the most disgraceful knock down and drag out scenes that has occurred during this long voyage of thirty-eight months, but we are afraid that an after scene is to be enacted which will be still more shameful, and our backs smart, for our shipmates, when we think of the severity with which it is no doubt the tared rope will be applied to them, by the old man, when he comes on board, on his usual morning visit, for it has oftentimes bearing the voyage been proved to us, by practical demonstrations, ~~that~~ if he can frame the least possible excuse for flogging a man, that he shows him no mercy, especially if it is for insolence to his officers.

One thing I forgot to mention in its place, yesterday afternoon, while we were on shore, a French ship arrived, having experienced a gale, in the vicinity of the Line, which carried away all three of her top gallant-masts and flying-jib-boom.

22 This day made us thirty-eight months from home, with the prospects of two more being added to the long weary months that have passed, but these comparatively few days will soon fly away when we shall, with the permission of a Kind Providence who has preserved and protected us through every danger to which we have been exposed - visit that

Home which on my part has been as vividly cherished in my memory as though it were but yesterday that I received the fond Good Bye of those kind friends which I then was about to leave—perhaps forever—for the daring adventures of a whaler and ^{now} having survived through all the hardships and danger of a protracted voyage are ~~now~~ returning to receive the welcome greetings of steadfast friends, and as I anticipate thank kind looks and familiar smiles I can but contrast them with the sour repulsive countenances which have been staring me in the face for the last thirty-eight weeks. These were happy thoughts and I inwardly vowed that should I be permitted once more to see them I would never again leave them for a life on the sea, but sailors promises are often broken as they are always promising themselves great comforts when they get on shore but seldom remain long enough to realize them.

To-day we have been engaged boating off various articles from shore, among which was one boat-load of wood. —

2 B^d was variously employed about the ship, and in the boats, bringing off the remainder of the wood which was left on shore yesterday. Also meat, flour, bread, and other stores, sufficient to last us the passage home.— thus having frequent communication with the shore, which gave us an oppor-

tunity to more closely observe the manners, customs, and peculiarities of the people. —
24th Today the water-boat came alongside, and pointing her hose into our casks, threw a sufficient quantity of water aboard of us to last to the next port, which we hope will be in Yankee Land, where, soon after our arrival we expect to be able to quaff rich draughts of the pure liquid, from the Old moss-covered bucket which hangs in the well at our childhoods home. The mode of watering ships as carried on here is much more convenient, being attended with a great deal less trouble in the saving time and hard labor than the usual method, of rafting and unfasting casks, filling, and towing them to the ship, hoisting in, &c. —

Now having recruited ship with provisions, wood, water, &c. we were busy the remainder of the day making preparations for sea, and as it was now beyond a doubt that we should not be obliged to drop our anchor again, till it was let go on Yankee bottom, every one felt anxious to be under weigh, and consequently did this work, with a comparative good will of former times. —

Three men having applied to the Capt for a passage home in the ship he consented to take them, consequently two of them with their baggage, came on board to-day, the other having come soon after our arrival, they were all

mated of whalers or ^{rather} had been, one of
these last (Mr Taber) was chief officer
of the Casandra of Warren R.I. ^{the vessel} which
was burnt about 180 miles off shore
of St. Catharines the officers and crew
being obliged to take to the boats to
save their lives, but unfortunately they
experienced a severe gale which swamp-
ed the Capt's boat - the whole crew then
being confined to two small whale boats
~~with~~ which to buffet the wild waves, after
being exposed ^{to} two successive gales in these
puny vessels - and suffering from hunger as
well as by exposure to the weather, for ten
long days and nights they made the land
a little to the Northward of St. Catharines
where in attempting to land in the surf
one boat was capsized and the Capt and
3^d mate met with a watery grave, and
the remainder of the boat's crew barely
escaped the same fate they however effected
a landing and arrived at St. Catharines in
a sorrowful condition where he took pas-
sage for Rio and was there confined to the hos-
pital some weeks from the effects of the injuries
sustained by the capsizing of the boat in the
surf - when we arrived and he being particu-
larly recovered the U.S. Consul effected an ar-
rangement with our Capt for his passage home.
During the time they were in the boats they had
fallen in with a Brazilian coaster the ⁱⁿhuman

commander of which had refused to take them on board this vessel and it was with much persuasion that he was induced to provide them with a little bread and water. The circumstances connected with the burning of the ship were uncommon. It appears they had on board two ignorant natives of the Coast of Africa, upon whom some of the officers thought to pass an innocent joke by telling them that when they went in port they was to be sold for slaves, little thinking that the result would prove so disastrous to themselves. No doubt these simple Africans had heard of the horrors of slavery and preferred death by their own hands for what else could induce them to set the ship on fire and after which one of them to cut his throat and leap overboard? the other they put in irons and brought to the coast but upon landing he succeeded in escaping. Occurrences like this ought to teach us all the danger of joking with the very ignorant and simple-minded, and it is another instance of the many dangers and privations to which seamen are every day liable to be exposed.

Another of the passengers ~~was~~ a Mr Hathaway who had been chief officer of the ship Fenelon of N. Bedford which had been condemned at Bahia, she having leaked when they made that port at the rate of 800 strokes of the pump an hour. The other ~~was~~ Mr Matson

who has been the other side of land for several years making successful cruises in different capacities on board different ships and was master of the Catharine of N. Bedford on her last cruise on the N.W. Coast where we saw him.

25th This morning ^{about 8 o'clock} in company with the Schooner Wilmington of Baltimore and several other vessels outward-bound we took our anchor which was hauled to the cat-head cheerily all knowing that it was the "last time" - and the morning land-breeze gently swelling our sails which were all spread to catch every breath of the light air which prevailed we stood gracefully out through the narrow passage beneath the fortified ramparts on either side but we had scarcely reached the mouth of the passage when the light-breeze left us entirely ~~and~~ ^{dropping} away calm and the numerous vessels lay motionless and uncontrollable on the smooth surface of the water, but by the sea breeze which occurs regularly in the afternoon we shall gain a sufficient offing by beating to give us a clear sweep over the blue billow from every danger of an iron-bound coast. The Wilmington being a clipper built craft passed us in the passage as we came out and our Capt hailed her and expecting that she would arrive in Baltimore some days before we did in N. Bedford asked her Capt to report us.

although in case of a strong breeze we shall make the passage as soon as she,
Two o'clock P.M., as is usual about this time the sea-breeze set in and by sundown we were a considerable distance in the offing. After having accomplished a voyage around the world, our track was now to be a direct one for the houses which we had left so many months before. It seemed, however, difficult to realize the fact that our next anchorage would be within the waters of the U.S., so long and so often had we left foreign ports for still other foreign ports, or for the whaling ground.

26th. Instead of taking the trade winds from the S.E. as we expected on leaving Rio, we have a strong top-gallant breeze from the N.E. which is directly "in our teeth" we being obliged to stand well off on the Larboard tack to clear Cape Trio. Today the anchors being secured on the bow, we unshackled the chains from them and stowed them below, after which the watch were employed drawing yarns from old junk and knitting them together, after which they are to be made into spun yarn, which is made by twisting two or three yarns together by a machine called a winch, which every ship carries for this purpose, after which it is wound hard around rigging to prevent it from chafing and wearing out, when this is done the rope is said to be served, and the staff thus used is

27th Sunday. We still have a strong breeze from the N.N.E. During our stay at Rio, we have indulged ourselves by freely partaking of the rich tropical fruits - which are found in abundant perfection in this luxurious climate - which has served to make us rather loathe the old salt junk and hard bread, but a few days at sea will be sufficient for the return of our usual sea appetite, which will make it again quite palatable.

28th The breeze remains strong from the N.N.E. The watch employed drawing and knotting yarns, &c. The ^{morning} ~~boiling~~ ^{boiling} ~~tea~~ ^{separators} has been in sight till this

29th The breeze increased to a moderate ^{gale} from the N.E. this afternoon, and we were obliged to take in main-top-gallant-sail, and to double reef the fore and mizen-top-sails. The watch employed making scumit, this is done by braiding up short rope-yarns which are unfit for spinnage, thus making another kind of stuff for service, working all the old junk up and wasting none. As the wind has been unfavorable for us, and being obliged to stand well off shore to clear Cape Frio, we found, at Meridian that we had made the Lat. of 24° 35' South, being 106 miles to the leeward of Rio, this is rather discouraging for a homeward bound, but we are in hopes to take the S.E. trades in a few days.

30th During the night the gale abated, so that we set the top-gallant-sails and turned the reefs

out of the top-sails. it still blowing from the N. N.E. with no more prospects of a fair wind, and now being off shore far enough to clear the land we commenced beating to windward. The watch engaged making Tennit, S.C.

Sept 1st Had a light breeze from N. N.E. which about 3 o'clock P.M. hauled to the Eastward, which enabled us to steer our course with Studding-sails set. The watch employed making Spungam, S.C. I finding considerable inconvenience attending the taking care of my Parrot, to-day I sold it to the chief mate making 2 dollars and a half by the speculation.

2nd The breeze continues varying from the Eastward to E. S.E. This morning saw two sails steering to the Southward & Westward with one of which we exchanged signals. The watch employed making Spungam, S.C. At Meridian we made the Lat. 22° 37' South.

3rd Sunday. The breeze continues from the Eastward. Saw a school of humpbacks, also a big steering with us in the same direction. To-day we were in Lat. 20° 12' S.

4th The breeze remains the same as yesterday. The watch employed making Tennit S.C. — At Meridian the Lat. was made 17° 38' S.

5th The breeze continues to vary from E. to E. S.E. steering N.E. by N. Saw two sails, one a bark standing in the same direction with us, the other a big steering to the Southward and Eastward. The watch employed making Spungam

garn and Sennet. Lat-15°10' South.

6th The breeze continues from the same direction. Although it is a little stronger than yesterday. This morning we passed a topsail Schooner which was steering to the Southward & Eastward. The watch employed making spun yarn and Sennet. At Meridian we were in Lat. 12°42' S.

7th The wind from E. S. E. steering N. by E. The watch employed as yesterday. Lat. 10°47' S.

8th About 8 o'clock this morning the breeze died away to a light baffling wind with squalls of rain, which lasted till 1 o'clock P.M. when we took the S. E. trade wind, steering the same as yesterday. It being cloudy we got no latitude, but, being in sight of the land, and seeing several Catamarans out fishing, as well as two vessels standing in - supposed ourselves off Pernambuco.

9th Steering to the Northward, with a fine S. E. wind about two points on the quarter. All hands employed in the rigging, turned in and set up the fore-top-mast-shrouds, wetting the hold in the afternoon. We are now rapidly approaching the equator, to-day being in Lat. 5°47' South.

10th Once sails all being spread are still bellying to the beautiful Southeast breeze, having made during the last twenty-four hours one hundred and fifty-seven miles, the Lat. at Meridian being 3°10' South. Sunday the 10th

11th All hands employed in fitting the rigging

and putting it in "Ship-shape" for the last time, and, as it has been neglected for a long time there is a great deal of work to be done, which will of necessity keep all hands busy for several days. A ship has justly been compared to a ladies watch, being constantly out of repair, as there is always some work to do in the rigging—old service to be stripped off, and replaced with new, and other chafing gear, such as leather, or mats, made of sponge, which is continually wearing out and must be attended to or the rigging will be soon chafed so as to be endangering the spars. This afternoon the S. E. trade wind left us heading to the Southward, and steering N. by E. we were at Meridian 26 miles to the southward of the equator, and having about a six or seven knot breeze about Foxlock Pk., crossed it in Long 36° West. This is the fourth time we have crossed the line during the voyage, and we now felt it to be the last, and with a favorable wind in 25 or 30 days at most, we should see home and all its endearments.

2th All hands busily engaged at work in the rigging. A moderate breeze still continues from the Southward. During the last twenty-four hours we have made one hundred and fifty-three miles to the Northward, the Lat at Meridian being 2° 7' North.

3th This morning about 3 o'clock the attention of all hands were attracted by a phenomenon

that we had not witnessed during the voyage - a total eclipse of the moon - which commenced about half past two o'clock and was partially covered at 5 o'clock when day light made its appearance, the earth being over three hours in its traverse across the moons disk.

All hands busily employed rattling down rigging turning in back stays. &c.

Steering N. by W. with a fine breeze from the Southward. At meridian we were in Lat $4^{\circ} 14'$. All hands at work in the rigging turning it down. &c. Steering N. by W. with a moderate breeze varying from S. S. E. to S. S. W. About 3 o'clock P.M. raised a sail which we made out to be a steamer under sail steering to the Southward and Westward. It changed signal with her she showing the French ensign. Lat. at meridian $6^{\circ} 15'$ N.

15th During the night the wind has been variable, but this morning it has settled away to the Southward. The watch at work in the rigging and scraping tar from the painted work about the ship. Steering N. N. W. Lat. $7^{\circ} 44'$ North.

16th The watch employed wetting the hold. &c. Calm weather and very hot the sun being directly over our heads. Lat. $8^{\circ} 10'$ N.

17th Sunday. Had a light variable breeze with squalls of rain. Lat. $9^{\circ} 23'$ North.

18th Had light variable winds with squalls of rain. The watch did little except work ship.

19th Calm and very hot. The carpenter engaged repairing the ships deck. Lat $11^{\circ}35'$ North.

20th Have very light breeze from the S.E. being calm most of the time having made only 25 miles of Lat during the last 24 hours it being at meridian 12° North.

This P.M. we discovered that the head of the foremast was quite rotten and in danger of being carried away the first strong breeze we might get, consequently we sent up a spare topmast and lashed it alongside the mast which greatly strengthens it.

21st Remains calm and excessively hot having made only twenty-three miles to the Northward these last twenty-four hours, the Lat. at meridian being $12^{\circ}23'$ N.

Now having arrived where it is not very probable we shall see whales, the old man, concluded to throw overboard the brig. works, consequently the watch has been engaged to-day in tearing them down and throwing overboard ^{of which they were built.} bricks, mortar, &c., and lashing the poles where the works stood, also securing the foremast more strongly by lashing other spars to it in addition to the top-mast put up yesterday.

22nd Still continue calm having these last twenty-four hours only made fifteen miles to the northward, the Lat. to-day at meridian being $12^{\circ}48'$ North. The watch have been engaged washing the ship inside preparatory to painting.

This day makes 39 days since we took our anchor in N Bedford.

23^d During the night a light breeze sprung up from the S.E. and at meridian we found that we had made more northing than we had for several days previous the Lat. being 13.33'. — The watch employed wetting the hold &c.

This morning exchanged signals with an American bark and passing near us the bond being light the old man, lowered a boat and went on board of her found her to be the Kathleen 26 days from Norfolk with a cargo of flour bound to Bahia, 24th Sunday. Had a light breeze varying from S. to S.W. A squall arising about noon were unable to get a latitude.

I forgot to mention last Sunday that the Capt. drew up a subscription which he and the officers signed and sent forward for the purpose of erecting a monument in New Bedford to our departed shipmates Charles Fitzgerald and John Sampson, it was received with favour by the crew who with the usual characteristic of seamen subscribed liberally for that object.

25th We are now favoured with a beautiful breeze from the S.E. and at meridian were 15 degrees to the northward of the equator.

To-day we have painted the bulwarks.

26th It rained incessantly during the night accompanied with thunder and lightning, and today we have a moderate breeze from the S.E. — The watch variously employed about decks. — At meridian we were in 16.32' N. Latitude and steering N. No.

27th Had heavy showers of rain during the night and today we have a fine breeze from the S. S. E. Saw a bark on our larboard quarter and made her out to be a whaler steering to the Southward and westward. The watch engaged reefing a fore-top-mast-studding-sail Lat $17^{\circ} 52'$ North. —

28th Have had rain squalls during the night and to day we have a moderate breeze ^{blowing} from S. to S. S. E. Did little except break out for water. — Lat. at Meridian $19^{\circ} 22'$ N. Long. $50^{\circ} 50'$ W.

29th Had a moderate breeze variable two or three points from the Southward. The watch variously employed some mending old sails S. S. E. Lat $20^{\circ} 43'$.

30th Today we are running off N. W. with a fine breeze from the E. N. E. and if the directing hand of a kind Providence continues to favour us ~~and~~ we know he is worthy of our trust we shall in fifteen days be home.

The watch have been engaged painting the masts and spars, and this afternoon wet hold. At meridian we were in $21^{\circ} 53'$ N. and by the appearance of Gulf weed we were convinced that we were rapidly approaching the stream.

Oct. 1st Sunday. A fine breeze still continues from E. N. E. and our gallant ship with all sail out cuts through the sparkling foam like an ocean bird set free, making good progress towards our destined port, being at meridian in Lat $23^{\circ} 30'$ N. Long. 86° West. 6 o'clock, P. M. the wind has veered to the

N.E. which convinces us that we have actually got the trade winds.

However difficult it has seemed to realize the fact, that our next anchorage would be within the waters of our own New England's shore—yet now, the frequent congratulations that are passing—the daily reckoning up of the distance that we are to make—and the frequent hum of that soul-stirring and joy-giving song "Home, Sweet, Home,"—and the recent appearance of large quantities of the Gulf-loved, have begun to make their impression, untill incredulity itself has been forced to yield to the conviction, that it is even so—our next port will be New- Bedford.

2^d The fine breeze continues from E. N.E. our good ship still standing on her course, N.W. by W. intending to make our tacking while we are favored with a fair wind, after which we can easily run the northward should fortune favor us with southerly or southwest winds. Lat. at meridian $24^{\circ}50'$ North.

3^d Fine weather the breeze still continuing same as yesterday. The watch variously employed in light jobs about the ship. Lat $26^{\circ}27'$

4th The breeze still remains fresh, and continues to favor us as we haul up more to the Northward having luffed one point, steering N.W. To-day we have completed the painting of the inside work, and the Capt is having everything put in the best possible order as he doubtless

thinks of making a great display of his ship
on her arrival at N Bedford.

To-day we made the Lat. of $27^{\circ}59'$ North
5th To-day we have a light breeze, with indications
that the trade wind is about to leave us.

The watch have been variously employed in small
jobs about decks, painted the ships rail 3,0.

Lat $29^{\circ}15'$ N. Long. $64^{\circ}48'10''$.

6th The breeze continued light through the day,
at 5 o'clock P.M. hauling a couple of points
more to the Northward, which obliged us to
brace the yards sharp to it and take in the
studding-sails, holding our course N.W.

Lat. $29^{\circ}58'$ Long. $67^{\circ}15'10''$.

We are forty-two days from Rio De Janeiro, and
are entirely destitute of either sugar or molasses
for our coffee (which is as good as water bewitch-
ed and coffee begrudged) which has added still
another ill feeling to those already existing to-
wards our stinting, money-worshipping, and man-
killing commander, we now have one barrel of
flour remaining, our whole living being dry
hard-bread and salt junk, the ^{lot} being better a-
dapted to a cabinet-makers use, than for the sus-
tenance of human beings. But at this we would
not complain were ^{we} not direct from a port where
a sufficient quantity of provision could have
been obtained to ^{at least} comfortably sustain life on the
passage home.

7th A moderate breeze from the N.E. This forenoon
saw two sails to the weather of us, standing to

the Southward and Westward. Lat. $31^{\circ}37'$ North
Long $68^{\circ}30'$ West. To-day having nothing else
for us to do we were employed in scraping
the quarter-deck which before was as white as
the decks of a man-of-war or of any of our most
fancy merchantmen. But this is only keeping
up our master's system of keeping men down
as he says. The way to keep men down is to work
em down, and he has faithfully carried out that
principal during the whole voyage. In the after-
noon we wet the cargo as usual on Saturdays.
8th Sunday. Light variable winds we are now
however in the latitude of the Bermudas
which lie within a few days sail of our des-
tined port which we hope to reach ere another
Sabbath rolls around. Lat $32^{\circ}56'$ N.
Last night the sky was unusually clear,
and as I came from the helm at 3 o'clock
this morning, I could but stop for awhile be-
fore turning in, to gaze upon the beautiful
stars, which still continue to shine on my own
northern home. The regaining a view of the
north star, that old familiar friend, who we
have several times lost on our winding way
around the world - having four times crossed
the equator on our cruise - is indeed a welcome
incident. And again to look upon the stars of
the northern hemisphere, is gratifying, many
of them having so long been lost to us on our
southern course. They awaken many associations
of home, as they again look down upon us from

their blue bells, with smiles, which seem to reassure us of a welcome to the land on which they forever shine, that shall be sincere. And we will trust these bright omens, as we continue to near our native shore. We know that warm hearts await us, if the life-stream is still coursing them. Solicitudes awake, however, that some of our near kindred and choicest friends may have gone, before we shall be permitted to regret them. But the ever kind Providence who has thus far protected us on our voyage, is still worthy of our trust; and whatever may be its meetings-out, of good or ill for this life, we will confide in the assurance that God doeth all things well.

I've read the bright night-lights that fairer have shone
From a deeper blue vault than smiles on my home;

But longest I've gazed on a pale northern star,
That pointed to the land where my home lay afar.

9th During the night we took a moderate breeze from the N.N.E. which about 1 o'clock this P.M. hauled aft so that we were enabled to run a little free with studding-sails set.

About 4 o'clock A.M. raised a ship, about two points on our weather bow, which passed about 3 miles to the windward of us standing to the Southward and Westward. This forenoon the watch were employed scraping decks. P.M. an ugly sea arose with the appearance of there having ^{recently} been a gale in this vicinity. Took in the lower boat and sent down the fore-royal-yard. Lat 39° 52' N. Long 71° 9' West.

10th About 3 o'clock this morning the breeze left us and the heavy swell went down it continuing calm till 4 o'clock P.M., when a moderate breeze sprang up from the Northward.

About 7 o'clock this morning the man on the lookout raised a school of sperm whale and although we had no try-works on board the old man thought he could manage to try out a whale or two by setting one pot within another consequently the Starboard and Starboard boats the only two which were in a condition to lower were soon in the water and in pursuit of them they however appeared very wild and soon became galled and after chasing them about two hours the signal was set for the boats to return to the ship most all feeling pleased at the result of the chase for no one felt in a mood for whaling not even the officers themselves the object being to get home as soon as possible we felt it quite enough to be exposed nearly forty months to the danger, toil, and privations which attend a whaler's life.

It being calm this afternoon we lowered the two boats and scraped the grass from the ship's side it having grown since leaving Rio, some six or eight inches in length.

At noon the sun being obscured by clouds got no correct latitude but at 8 o'clock P.M. got it by the moon which placed us in $35^{\circ} 32' N.$

11th The breeze freshening with a heavy swell by 12 o'clock last night in the mid-watch we were obliged to take in topgallant-sails and it still increasing in the morning watch doubled reefed the top-sail

it however lulled about 10 o'clock this forenoon when we turned out the reefs and set the main-top-gallant-sail. Tried the temperature of the water the thermometer rising to 71 degrees by which we judged ourselves in the Gulf Stream. 5 o'clock P.M. saw a sail standing to the Southward and westward, Lat $35^{\circ}56'$ N. which makes us forty-two miles to the Northward of Cape Hatteras.

12th The breeze though light continues from the Northward with no more prospects of its becoming favorable. Saw two sails one standing to the westward the other heading along with us. Lat $36^{\circ}54'$ N.



